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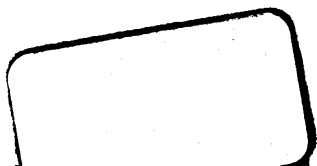
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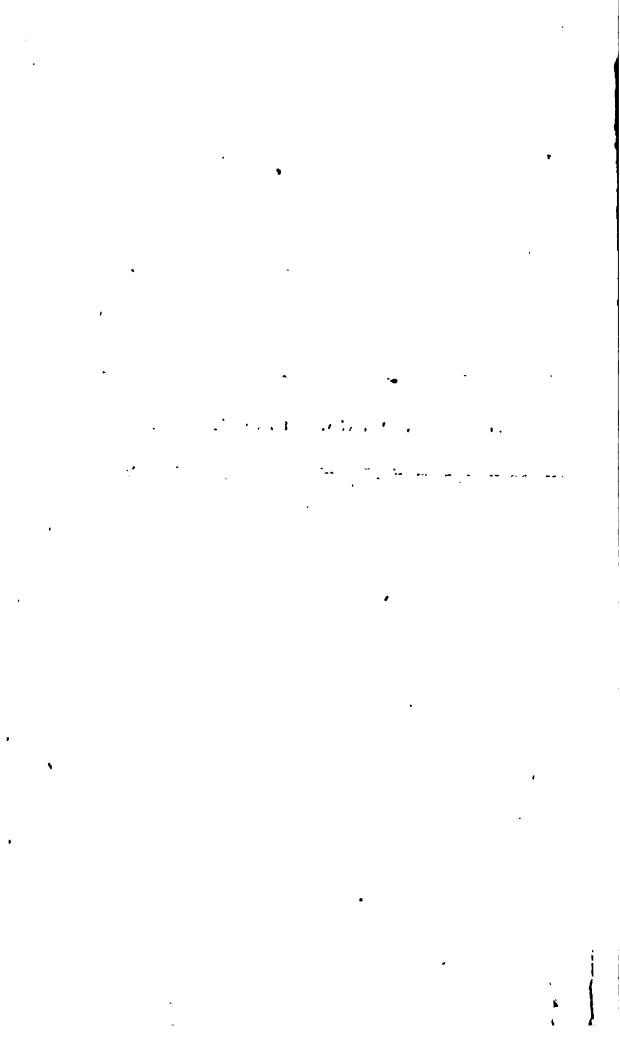
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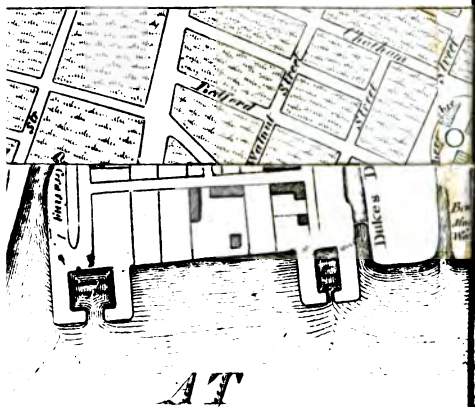
**THE STRANGER IN LIVERPOOL.**

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1700



*Castle Street, Liverpool.*



THE

# *Stranger in Liverpool;*

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OR,

AN HISTORICAL AND DESCRIPTIVE VIEW

OF THE

## TOWN OF LIVERPOOL

AND ITS ENVIRONS.

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Full are thy cities with the sons of Art;  
And Trade and Joy, in every busy street,  
Mingling are heard; e'en Drudgery himself,  
As at the car he sweats, or, dusty, hews  
The palace stone, looks gay. Thy crowded ports,  
Where rising masts an endless prospect yield,  
With labour burn, and echo to the shouts  
Of hurried sailor, as he, hearty, waves  
His last adieu, and, loosening every sheet,  
Resigns the spreading vessel to the wind.

THOMSON.

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THE THIRD EDITION,

WITH CORRECTIONS AND ADDITIONS.

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## ADVERTISEMENT.

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*THE subjects of this volume have been presented so repeatedly to the public by different writers that, from a more recent publication, little of novelty can reasonably be expected.*

*The "History of Liverpool" by Enfield, the "General and Descriptive History of the Town of Liverpool," and the detail of the history and commerce of Liverpool in Dr. Aikin's "Description of the Country round Manchester," (the principal authorities here made use of,) are performances which, from the extent of their plan, and the respectability of their execution, must have the first claim upon the attention of those who would enter minutely into the history of this opulent and flourishing town.*

*The following Publication, though more humble in its pretensions, will not, it is presumed, be deemed either unnecessary or unworthy the notice of those for whose use it is principally designed.*

*The objects of the Publisher were—to form such a compendium of the History, Topography, and Commerce, of the town of Liverpool as should be sufficiently limited*

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**Advertisement.**

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*for convenient reference without omitting any thing of material importance,—to introduce such additional information as recent changes and improvements had afforded,—and to dispose the whole into a methodical and easy arrangement.*

*In these he flatters himself that he has so far succeeded as to present the reader with a volume which, by excluding minute and unnecessary details, comprehends a greater variety of interesting and useful matter than has hitherto been furnished on the subject; and which will be found equally useful as a Pocket Companion for the Stranger, and a Book of occasional Reference for the Inhabitant.*

**January 1, 1812.**

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THE  
STRANGER IN LIVERPOOL.

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History.

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General Remarks.

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**N**EXT to those studies which are strictly scientific that of history deservedly holds the highest place. It combines rational recreation and the most valuable instruction. We obtain access to the wisdom and experience of every former age, and become equally familiar with the nations of antiquity and with those which now divide the empire of the world. In attentively tracing the progress of nations from a savage state, through every intermediate stage of improvement, to civilization, order, industry, opulence, refinement, and influence, we cannot fail to derive a kind of knowledge which, being always capable of practical application, is of the highest individual and general importance. The human character is developed; the operation of those causes which call forth the reluctant energies of man is discerned; and whatever has tended to accelerate or retard national improvement is strongly marked. In the scene which is thus unfolded to the eye of contemplation, the moralist, the philosopher, the merchant, and the statesman, are all interested.

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**General Remarks.**

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Local history is more humble in its pretensions ; but though it be inferior in the estimation of literature, it has a station on the scale of utility of considerable elevation. A just estimate can only be taken of a nation in connexion with its component parts—cities, towns, and villages. Whatever may be its public pretensions, whatever splendour it may occasionally derive from military achievements and conquests, it is in these that we look for the true evidences of its strength or weakness, wealth or poverty, meanness or grandeur. The scale of the one is minute, that of the other is extensive ; and, in the latter, individual objects are brought nearer to the eye, are distinguished without difficulty, and decided on without mistake. In this view Great Britain claims a very distinguished pre-eminence. Her internal state courts observation, and opens with conscious pride to the investigating eye. It is the just boast of her annals ; and the comparison of the present with the past, while it excites admiration, swells the bosom with the most delicious feelings of patriotic attachment. Ill defined and undetermined claims, productive of endless strife between the different orders of society, are succeeded by a government wisely poised, fixed, and paternal ; desolation and barrenness are exchanged for fertility and beauty ; and simple military stations, the casual assemblages of the cottages of peasants and the huts of fishermen, have risen into extensive and commercial towns and cities, where an immense population, by habits of industry and the culture of science and the



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 General Remarks.
 

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arts, obtain the comforts, and not unfrequently the elegancies, of life.

Among many instances of this civil transformation Liverpool may be adduced as one of the most eminent. The date of its existence is comparatively modern ; and, either owing to its local advantages not having been duly appreciated, or to the general absence of the spirit of commercial enterprise, it has but lately emerged from obscurity ; but its rise has been so unprecedentedly rapid, and its political and commercial relations are become so important, that it can no longer be passed over without observation, or observed without interest.

General interest, however, is a merit which neither the history nor topography of Liverpool can justly claim. Here are no valued remains of ancient, barbarous, or classic architecture ; no obsolete inscriptions in characters half obliterated by the ruthless hand of time ; nor any of the more portable relics which adorn the antiquarian cabinet, rendered sacred by the accumulated rust of ages. The attention is not arrested by sudden and frequent revolutions ; nor the imagination seized with tales of

“ Deeds heroic, sieges raised, or battles won.”

Its history is the history of the silent, but powerful, operations of industry ; and its topography stands an honourable monument of patient perseverance and well-directed enterprise.

In introducing an account of Liverpool the curious

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 Etymology.
 

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reader may wish to be made acquainted with the etymology of its name. On this subject, however, little can be advanced with certainty. The names of places, it is true, have not in general been arbitrarily imposed, but have taken their rise either from local peculiarities, or some striking occurrence, on or near the spot on which they stand; but the distance of time, the corruptness of provincial pronunciation, and the orthographical varieties in writing in different periods, have often rendered that uncertain which originally was intelligible and descriptive. The latter part of the name *Liverpool* is said to have been assumed from the circumstance of the town being situated formerly on the borders of a pool, which occupied the site of the Old-dock, and flowed with the tide in the direction of Paradise-street, Whitechapel, and Byrom-street; and in this most who have written upon the subject agree. Conjecture has been more active to ascertain the derivation of the former part. Some have derived it from a species of liverwort, said to be found on the sea coast; others, with greater appearance of correctness, have supposed that it took its name from a kind of water-fowl, anciently distinguished by the name of the liver or lever, and bring the proof of its existence from the borough arms, the crest of which is a bird bearing that appellation. But granting the existence of this species of water-fowl, that they were found in the pool in question in sufficient numbers to denominate it *Liver's-pool*, or *Liverpool*, (as some have contended,)

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 Etymology.
 

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is merely a hypothetical position. It is at least certain that no bird of that kind is now found in the neighbourhood. Its ancient orthography is produced by another author in favour of a third conjecture. In the charter of Henry II. 1173, it is said to be a place which the "Lyrpul men call *Litherpul*." Now *Litherpul* in the dialect of the country signifying *lower pool*, and this being the appellation before the town was incorporated, and consequently before the liver was assumed as a part of its arms, the author concludes this to be the true derivation, and that all the modes of spelling since observed have been accidentally introduced. But it is perhaps the best conjecture, that as the whole estuary of the Mersey, turning from Runcorn to the sea, was anciently called *Lyrpul*, *Lyrpoole*, or *Litherpul*, the hamlet of *Liverpool*, being the largest collection of buildings immediately upon this pool or haven, obtained likewise the name of *Lyrpul*, by which it is, even to this day, known amongst the country people.

Still, however, we want the reason of the change of name through all its varieties from *Lyrpul*, *Litherpul*, *Liverpull*, *Lyvrepul*, *Lyverpola*, *Leerpool*, to *Leverpool*, and *Liverpool*. This could not have been wholly the effect of accident, or why has not the village of *Litherland* been also converted in the same manner into *Leverland* or *Liverland*? Nor will the casual deviations of orthography wholly account for it. The present name is, in its former part, there is no doubt, changed from the original one, which, after all, may have been

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 Etymology.—Ancient History.
 

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derived from the family of *Lever*, which is certainly of great antiquity in this country; and this change appears to have been facilitated by the adoption of the real or imaginary bird the liver into the arms of the town after its incorporation, and the original name being usually written and pronounced elliptically, *Ly'r*, for *Lither*, left it for succeeding writers, when expressing it at length, to supply the elision in their own way, and the liver, standing 'as so commanding an authority in the arms of the town, soon determined the contest in favour of the present appellation. The contest between the *i* and the *e* in the initial syllables of *Lever* and *Liver*, as it does not bear upon the main etymological question, is of little importance. *Enfield* contends for the former orthography; but custom has decided it for the latter.

We should be satisfied to dismiss these varying opinions respecting the etymology of the name of *Liverpool* without arriving at certainty, could we in return procure authentic documents to guide our inquiries into its origin and the early periods of its history. But here we are again taken into the fairy region of conjecture. *Baxter* would trace its antiquity as high as the Roman conquest, and supposes it to have been the harbour of the *Setantii*, mentioned by *Ptolemy*. This, however, is not correct. The principal harbour of the Romans in Lancashire, the *Portus Sistantiorum*, was the estuary of the Ribble, and from the great singularity of the name they conferred upon it, the *Harbour of Lancashire*, it appears to have been the only river in the county that was so employed by

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 Ancient History.
 

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them. Passing through the center of the Sistrungian country, and opening with the largest mouth into the sea, the Romans naturally preferred it to the Mersey or the Lane. The present site of Liverpool is also entirely out of the range of all the Roman roads which have been hitherto traced. Had it been a Roman station, it is more than probable that here, as well as in other places of that description, some monument would be left to perpetuate the fact: but no vestiges of Roman antiquities have ever been discovered. So far from having any authority for placing its antiquity so high, it is not certain that it had an existence even at the time of the Norman conquest. William, in conformity to the practice of the age, having secured the throne, divided the kingdom into baronies, and distributed them among the chiefs who had shared his dangers, and whose valour had ensured his success. The survey of the kingdom which this circumstance occasioned gave rise to the roll called Doomsday-book, which is an account of all the lands in England, and their owners. From this book it appears that all that part of Lancashire which lies between the rivers Ribble and Mersey was granted to Roger of Poitiers; but though the names of Everton, Formby, and Litherland, are found in this record, no mention is made of Liverpool: so that, at least, it must have been too inconsiderable to require notice. Could it be authenticated that this Roger de Poitiers built a castle here, (and there appears little reason to doubt it,) we might fix upon this occurrence as either

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Ancient History.

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bringing the hamlet into notice, or as leading to an erection of houses, and thus laying the foundation of one; as in those unsettled times of almost universal pillage it was usual for people to fix their habitations near the castle of some powerful chieftain, for the sake of enjoying his protection from those predatory parties who were continually scouring the country and plundering the inhabitants. Camden, who wrote about 1586, ascribes the building of this castle to Roger of Poitiers; and as it was the general custom for the barons to erect castles upon their baronies for the security and defence of their royalties, it is by no means improbable that he might erect one in a place so advantageously situated. The assertion of Morery, that the castle was built by king John, deserves little regard, as no authority is adduced for its support; though Leland says "the king hath a castelet there." Camden further informs us, that the wardenship of the castle was bestowed by the baron upon Vivian de Molyneux, whose descendants still enjoy estates in the vicinity, and in that family it continued as late as the 30th of Elizabeth.

The castle was granted to the town in 1704, at the rent of £6. 13s. 4d. the constable's salary, and about this time the parish received a rent from the corporation for some houses in it. In 1715 an arrangement was made between the parish and corporation, on which the parish conceded their rights to the corporation, and the remains of the castle being taken down, St. George's church was built upon its site.

The castle was moated round, and the ditch was in a circular form; which is even now in part displayed by the circular turn of Castle-ditch and Preeson's-row to Old Moor-street, from whence it was carried round by the top of Harrington-street to the top of Lord-street, and so completed the boundary. The upper part of Moor-street was called the Dry Bridge within the last fifty years.

The first event which secured to Liverpool any permanent commercial advantages was the conquest of Ireland. A number of English adventurers had, in 1169, made a few settlements in that country; and the whole was conquered by Henry II. in 1172, who granted the lordship of Ireland to his youngest son John. The importance of the port of Liverpool on account of its relative situation to Ireland was, in consequence of this conquest, immediately discovered; and it became of considerable service to government, both for the convenience of conveying troops, military stores, &c., to and from Ireland, and the readiness with which the commodities of both countries could be interchanged. For these reasons it was taken under the royal patronage. Henry II. granted it its first charter in 1173, and erected burghage houses for its merchants. A second charter was granted by John, in 1207; which specifies, that "all who have taken burghage houses at Lyrpul shall have all the liberties and free customs in the town of Lyrpul which any other free borough upon the sea has in our territories." And Henry III. in 1227, for a fine of ten

marks, after confirming the grants of former charters, constituted it a free borough for ever, with a merchant-guild, or society, and other liberties. The town thus chartered, and holding out these advantages to traders and others, began to assume an aspect of more importance, and to give some presages of its future prosperity. A trade, considerable for the age, and the state of manufactures and commerce, was soon carried on, both coastways and with Ireland. The exports to the latter consisted of iron, charcoal, woollen cloths, armour, horses, and dogs; and the commodities brought in return were linen cloth and yarn, fish and hides.

It is not known when, or by whom, the building now called the Tower situated at the bottom of Water-street was first built. The following attempt to throw some light upon the subject is now for the first time submitted to the public eye: another account is also annexed; and, on a subject which is involved in so much obscurity, the judicious reader will determine best for himself. In 1264 Henry the Third gave to his son Edmund earl of Lancaster, "the honour of Derby, with all the castles, manors, and lands," forfeited by Robert de Ferrers earl of Derby; among which either part or the whole of Liverpool was in all-probability included, for in one of the escheat rolls of Edward the First, now in the Tower, Edmund earl of Lancaster, the king's brother, who died in 1296, among other property, is stated to have held "Liverpole maner' cum passag' ultra Mersey." He



was succeeded by his son Thomas, who forfeited all his honours, and was beheaded. Henry, his youngest son, then succeeded, and in 1327 obtained an act for reversing the attainder of his brother, and consequently became repossessed of all the lands and lordships which either his brother or father had held, at this time, an inquisition being taken before the escheator of the county the above return was made. He died in 1345, and was succeeded by his son Henry, who was at that time signalizing himself in the wars in France : on his return he was highly honoured by king Edward the Third, who in 1350 created him duke of Lancaster, and at which time Lancashire was first made a county palatine. In the succeeding year he received a special command from the king to keep a strict guard on all the sea coasts of Lancashire ; and to arm the men he had already raised for the public service.

It is not, perhaps, very improbable, then, that the Tower was first built about this period, for at that time the town was completely open to the river, and this building might have been erected either as a place of residence, occasionally for the lord or his deputy, or as a protection for an 'out-guard from the castle to keep watch and give notice of the approach of an enemy, for which its situation at that time must have been peculiarly favourable. Duke Henry died soon after, and Dugdale informs us that in 1360 a partition of his property was made between his two daughters and co-heiresses, when his manors in this part were assigned to his younger daughter Blanch wife of John of Gaunt,

afterwards duke of Lancaster, from whom they passed to the crown, in the person of his son Henry IV. by whom it seems probable the Tower was granted to sir John Stanley, for it is certain that in 1405 sir John Stanley, then steward of the king's household, and lieutenant of Ireland, obtained a licence from the king "to fortifie an house at Leverpoole [which he had newly built] with embatteled walls." Seacomb informs us that about the year 1360, in the reign of Edward III., it was the property of sir Thomas de Lathom, of Lathom; who presented it, with several houses and portions of land in Liverpool, to sir John Stanley, knt. a famous warrior, who had married Isabel de Lathom, his only daughter, and heiress of Lathom. By this marriage he also obtained Lathom and Knowsley. He was descended from the Stanleys of Hooton, an ancient and respectable family, and became the founders of the Stanleys of Knowsley, afterwards and now earl of Derby; also of the Stanleys of Alderly Park, near Macclesfield, now of Winnington, in Cheshire.

What kind of building the Tower was, previous to its becoming the property of sir John Stanley, we have no means of judging; or whether he entirely rebuilt or only enlarged it. After having been the residence of nobility, its hall was at length converted into an assembly-room, and was used for that purpose to the middle of the 17th century. As late as 1734, it was, however, the occasional residence of the earls of Derby, for in that year James earl of Derby gave entertainments in it, being at that time mayor of

**Liverpool.** By a strange vicissitude, this abode of greatness was afterward converted into a prison; and the noisy festivity of affluence gave place to the groan of confinement and the sigh of penury: but the prisoners have lately been removed to a more comfortable place of abode, so that it may yet be destined to undergo another transition equally strange and incongruous.

The state of Liverpool, from the 14th to the beginning of the 16th century, when Leland visited it in his tour through the kingdom, is unknown. Its charters were confirmed, and its privileges enlarged, by Edward III. Richard III. and Henry IV. and there is little doubt but that its commerce was extended, and the number of dwellings and inhabitants increased. Leland's account of the town is both curious and favourable:—

*“Lyrpole, alias Lyverpoole, a pavid Towne hath but a Chapel. Walton a iiii. Miles of nat far from the Se is Paroche Church. The King hath a Castelet there, and the Erle of Darbe hath a Stone Howse there. Irisk Marchanntes cum much thither, as to a good Haven. After that Mercey Water cumming toward Runcorne in Cheshire liath amonge the commune People the Name, and to Lyrpole.—At Lyrpole is smaule Custume payid that causith Marchantes to resorte. Good Marchandis at Lyrpole, and mech Yrisch Yarn that Manchester Men do by ther.”*

From this account it appears the town was at that time in a flourishing condition; but, from some causes

not ascertained, it afterward experienced a decline. The town record states the number of house-holders and cottagers in 1565 to be only 138, which, allowing seven persons to a house, will give 966 inhabitants. The shipping at the same time consisted of ten barks (the largest of 40 tons burthen) and two boats, the whole making 773 tons, and navigated by 75 men; and at Wallasey, a creek opposite, were three barks, making 36 tons, navigated by 14 men. This reduced state of the town obliged the inhabitants, in 1571, to petition Queen Elizabeth to be relieved from a subsidy which had been imposed on them, in which it is styled "her majesty's poor decayed town of Liverpool:" terms on such an occasion not likely to have been used if the fact were not indisputable. Of the state of its population and trade we have no account from this period to the civil wars; though from the attention paid to it by the parliament and from its sustaining a brisk siege of a month's continuance from prince Rupert, it certainly experienced a very considerable augmentation. In 1636, however, when writs were issued by Charles the First for the illegal exaction of ship-money, Liverpool was only rated at £25, whilst the neighbouring port of Chester was rated at £26, and Bristol at £1000. In 1643 a request was made by sir W. Brereton to the parliament, who had at this time a committee in the town, that the ships might be suffered to remain for the defence of the coast; when it was ordered that all the public money that should be raised either by customs or excise, or in

any other way, should be applied for the safety and defence of the town. Seacomb's account of the siege, and of the situation of the town at this time, is so interesting that we shall give it in full.—

“The town, in 1644, was in the hands of the commonwealth, under the command of colonel Moore, who defended it sometime for the parliament, against the army of prince Rupert, nephew to king Charles I. This prince, about 26th June, 1644, sat down before the town, which at that time was well fortified with a strong and high mud wall, and a ditch twelve yards wide, and nearly three yards deep, enclosing the town from the east end of Dale-street, and so westward to the river. Dale-street end at this time, east and south-east, was a low marshy ground, covered with water from the river, with which it was connected by that part of the town now called Paradise-street, within which batteries were erected to cover or guard against all passage over or through this water; all the street ends to the river were entirely shut up, and those to the town enclosed with strong gates defended by cannon. There was also a strong castle on the south (where St. George's church now stands) surrounded by a ditch twelve yards wide, and ten yards deep, from which to the river was a covered way, through which the ditch was filled with water, and by which, when the tide was out, men, provisions, and military stores were brought as occasion required. In and upon this castle were planted many cannon, which not only annoyed the besiegers at some distance, but also covered the ships in the harbour. At the entrance

was a fort of eight guns to guard that, and to prevent all passage by the river at low water ; in addition to this security, a great quantity of wool was brought here from Ireland, by such English protestants as escaped the general massacre. With this wool the besieged covered the tops of their mud walls, which saved them greatly from the small shot of the enemy. The town was at that time but small, either in appearance or reality. The prince fixed his main camp round the beacon, (the present St. Domingo,) about a mile from the town, and his officers in the village near it. The batteries were mostly placed upon the ridge of ground running from the top of Shaw's-brow to the Copperas-works, and the trenches in the lower ground under them, from whence the prince often attacked the town, but was as often repulsed. At length, after many fruitless efforts, his army entered on the 26th of June, about three in the morning, and put all to the sword till they came to the High-cross, the spot where the Town-hall now stands ; when the rest of the inhabitants were sent prisoners to the Tower, and to St. Nicholas's church, the prince taking possession of the castle." Not long after, it was repossessed by the parliament, and both houses ordered that in the public thanksgiving on the 5th of November, thanks should be offered for the " great success it has pleased God to give the parliament forces in the recovery and retaking of Liverpool," at this time it appears lieutenant-general Meldrum had the command, but in 1645 Major Ashurst was approved of by the house to be the governor of the town. In September

of this year, on a petition of the mayor, bailiffs, and inhabitants, an ordinance was passed to settle the "mine and ferry-boats" on the corporation, as a satisfaction for the losses they had sustained. 200 tons of timber was also allowed for rebuilding the town, a great part of which is stated to have been burnt down by the enemy; and an order was made that the timber should be felled on the estates of the earl of Derby, lord Mollineux, sir W. Norris, Robert Blandell, Robert Mollineux, Chas. Gerard, and Edwd. Scaresbrick, esqrs. Soon after this the town was ordered to be fortified with a garrison of 600 infantry; and 30 barrels of powder, with 200 firelocks and match and bullet in proportion, were sent for their use. An ordinance was afterwards passed by both houses of parliament for confirming the charters and liberties of the town; and the sum of £10,000 was granted to indemnify the inhabitants for the losses they had sustained. This sum was to be raised out of the estates of sir William Gerard of the Brin, Mr. Blandell of Crosby, Mr. Blandell of Ince, Mr. Chorley of Chorley, Mr. Fazakerly of Walton, and Mr. Scaresbrick of Scaresbrick, and £600 for the garrison was to be procured by granting leases of the earl of Derby's estate, to such of his tenants as were well affected to the parliament.

In 1659 a bill was passed for the demolition of the castle, and the site, with a dwelling-house in the interior and the old materials, were granted to colonel Birch on condition of his carrying the order into effect.

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**Ancient History.**

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Soon after this the works were dismantled, and the town left wholly defenceless, except that a fort toward the river, near St. Nicholas's church, still remained. During the two insurrections in favour of the Stuart family the inhabitants were under considerable apprehensions for its safety. For had not the rebels been arrested in their progress by the battle of Preston Pans, in the one instance, and diverted in their course, in the other, before they could seize the important post of Warrington, they would have reduced Manchester, and the taking of Liverpool would then have proved an easy task. Here they would have met with ships, stores, &c., and been enabled to form an easy communication with the rebels in Ireland, and to open an inlet for fresh auxiliaries from France. Their designs were, however, providentially frustrated.

Towards the latter end of the 17th century Liverpool was emancipated from its parochial dependence on Walton, in which parish it was before a chapelry only. An act for this purpose passed in the 10th year of the reign of William III. 1699, by which it was granted, that, from the 24th day of June in that year, the town and liberties of Liverpool should be a distinct parish of itself, separate from Walton; that the corporation should have power to build a new church, and a house for the rector, and to raise the sum of £400. by assessment on the inhabitants for that purpose; that two rectors should be appointed, one for the new church, the other for the parochial chapel, who should enjoy all ecclesiastical benefits and advantages within the said town and liberties, as the



rector and vicar of Walton had before enjoyed; that all parish dues, contributions, lands, and houses, belonging to the said rector, should be equally divided between the two rectors; that the patronage and presentation of the rectory should be vested in the mayor, aldermen, and common-council, for the time being; and that in case any dispute should arise, the lord-bishop of Chester should decide, and appoint which of the two should be chosen. The old parochial chapel was from this time called the church of St. Nicholas, and the new one St. Peter's. The population is stated at this time to be about 5000 persons.

As early as the reign of Elizabeth a mole had been constructed to lay up vessels in the winter; and a quay was also formed for the advantageous shipping and unshipping of cargoes; but in 1710 the increase of trade had suggested the necessity of a wet dock; and an act passed empowering the town to construct one. This was the first dock constructed in Liverpool: it occupies the place of the old pool or haven, and, since the construction of other docks, has obtained the appellation of the Old-dock. The number of the ships belonging to the port was 84, averaging somewhat less than 70 tons burthen each, and navigated by eleven men at a medium. But the port was frequented by above three times that number belonging to other places. As the Irish trade was the original branch of the Liverpool commerce so it continued to be the principal one, and the decline of the port of Chester, with the increased traffic between

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the two kingdoms, gave great vigour to this intercourse. Many natives of Ireland successively settled in Liverpool, for the purpose of carrying on their commercial plans, and laid the foundation of some of the principal mercantile houses in it. They likewise contributed much to form the local character and manners of the town, which have considerably differed from those of the inland towns of Lancashire, as well as of other sea ports. The relative situation of the Isle of Man with respect to Liverpool caused the greatest part of its trade also to centre in this port. The importation of iron, timber, hemp, flax, and naval stores, from the northern countries of Europe, must have been an early branch of business at a thriving port, connected with a country rapidly increasing in buildings and manufactures. And as opulence and elegance of living gained ground, the supply of wine, fruits, and other articles, from the south of Europe, would naturally be sought for by a direct importation from those parts, instead of the circuitous medium of London or Bristol.

The commerce of Liverpool was yet, however, in its infancy, and she occupied but a very inferior place among the sea-ports of Great Britain. According to Chalmers, the clearances of British ships in all England in 1709 were 243,693 tons, and of Liverpool, 5787 tons, or as 1 to 42,095. But her attempts to the West India and American markets began to be successful enough to raise a spirit of emulation, and to encourage enterprise; and from this time her shipping increased so

rapidly that in 1716 she possessed 113 ships, amounting to 8386 tons, navigated by 1376 men; and in 1723 they had risen to the number of 131. The prosperity of the port of Bristol held out sufficient motives of perseverance and exertion to the Liverpool traders; and, though they were not yet in a capacity to rival it, they appear to have made the most of those advantages which their local situation and former endeavours had given them the possession of. From Ireland they exported provisions, and from Scotland procured checks, handkerchiefs, and osnaburghs, for the ordinary demands of the plantations; and these, with various secondary articles with which they freighted their vessels, enabled them to obtain a small share of that lucrative trade which was carried on with America and the West Indies to a very considerable extent by the more opulent sea ports of the kingdom. But Bristol still maintained a decided superiority in these markets, owing to her proximity to the mackerel and pilchard fisheries, and to her German coarse goods being preferred to the ordinary Scotch checks and osnaburghs exported by Liverpool.

A time was, however, approaching more auspicious to her interests, in which she was destined not only to rival, but ultimately to rise superior to, her powerful competitor. The improvements introduced about this time into the manufactures of Manchester became the means of extending the commerce of Liverpool. The Manchester manufacturers conceiving themselves able to furnish the West India markets with the same

articles that the merchants of Liverpool obtained from Scotland, better in quality and on lower terms, began to turn their attention to the exportation of the produce of their own looms. The trial succeeded; and in a short time the Manchester checks, stripes, osenburghs, and handkerchiefs, obtained such a preference that Liverpool by this means was enabled to acquire the monopoly of coarse goods at the West India market. The German, French, and Scotch manufactures of this kind were now no longer saleable, and the trade of Bristol in these commodities was completely annihilated. The benefits of this commerce were so considerable that Liverpool, as we have seen, in about fourteen years, from 1709 to 1723, had increased the number of her ships from 84 to 131; and the towns of Liverpool and Manchester each began to advance very rapidly in size and population.

In the year 1715 an act was obtained for the erection of a new church in Liverpool. This was built upon the site of the old castle, and dedicated to St. George. In 1720 the number of inhabitants was computed at 10,446, so that the population had more than doubled since the commencement of the century. The same year an act was passed for making navigable the rivers Mersey and Irwell as far as Manchester, and for opening a communication with Northwich and Winsford-bridge, by means of the river Weaver.

But though the commerce just mentioned was of great advantage both to Liverpool and Manchester, it was by no means sufficient to raise them to any con-

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siderable degree of opulence ; but an opportunity was soon afforded them of circulating their commodities to a greater extent, and thereby to lay the foundation of their future fortunes. This was by a contraband trade with Spanish America. The goods exported from Old Spain to her American territories were laid under the most exorbitant customs ; and the Calas company, (which claimed the privilege of these exports exclusively by virtue of its charter,) paying also a yearly tribute to the Spanish government, every article in the company's invoice, upon its arrival at Vera-Cruz, Porto-Bello, Mexico, Lima, Quito, and other settlements, was charged upwards of three hundred per cent. beyond what the inhabitants had been accustomed to pay when the trade was open. These extravagant charges almost placed the goods out of the reach of the purchasers ; and, in proportion to their enormity, held out the more powerful inducements to an illicit commerce for the supply of the inhabitants. Accordingly we find that the Spanish West India traders in the neighbourhood of Jamaica ventured to run in perigues, schooners, and large canoes, from the Havannah, Porto-Bello, Carthagena, and many small ports and creeks on the main, to Jamaica, to endeavour to buy checks, stripes, osenburghs, and other similar articles, with which they had been supplied from the German looms under the heavy customs before mentioned. In this they succeeded so much beyond their expectation as to find the goods not only cheaper but much superior to what they had been accustomed

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to purchase. This success invigorated their future attempts, and the demand for Manchester goods increased to so great a degree that frequently on the departure of the Spaniards there has not been a piece of check remaining for sale in the Kingston market. The returns to Liverpool and Manchester were made in actual specie, and their amount at once surprised and gratified the most sanguine hopes of the inhabitants. This branch of illicit commerce, which is said by Edwards to have vended to the amount of one million and a half of British manufactured goods annually, was in full vigour from the year 1722 to the year 1740; but the vigilance of the Spanish government was such, that it gradually declined, and was at last totally abolished by an act of the British legislature.

But before the abolition of this branch of commerce Liverpool had ensured the continuance of her prosperity by engaging in the African trade; a source of commerce in which Bristol, from the year 1698, when it was laid open, and the African company abolished, had found an equivalent for her loss of the dry-good trade mentioned before. The share that Liverpool gained in the trade may be traced to the same spirit of adventure, and a coalition of similar circumstances. The Asiento company, who were settled at the Havannah, and claimed the exclusive privilege of importing all the slaves required by the Spanish settlements, found their contractors, through the failure of the South-sea scheme, unable to fulfil their engagements. It was with difficulty that a sufficient number

of slaves was imported for the service of the government alone ; so that the supply of the inhabitants was both precarious and inadequate. This circumstance led the Liverpool merchants into a contraband traffic with the Spaniards in slaves from the north side of Jamaica by the creeks and inlets on the south side of Cuba, to which small vessels could pass in a few hours. This accounts for fifteen ships belonging to Liverpool being employed in the African trade in 1730 ; the first that ever sailed to the coast from this port, with the exception of a single sloop in 1709. The attempt succeeded so much beyond the expectation of the adventurers, that factors on the part of Liverpool were settled at Jamaica, and as many of the slaves as did not find a timely and secure market with the Spaniards remained on the island, and contributed to the occasional supply of the Jamaica planters, whereby an easy gradation was formed to the increase of that branch of the traffic in which Bristol had long been without a rival—the supply of the British plantations. In this also Liverpool became successful : the economy of her merchants in this trade enabling them to sell their slaves to the islanders four or five pounds per head lower than London and Bristol, and at the same time to afford themselves equal profit ; while the immediate specie which was returned for the smuggled slaves strengthened their abilities to give that credit which had been hitherto allowed to the purchasers at Jamaica by the London and Bristol factors. This, consequently, held out a strong invitation to the

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planters, who began to see their advantage in purchasing from Liverpool stores; and, finally, so firmly established and increased this branch of trade that the ports of London and Bristol began to feel an abatement of their accustomed exports, in proportion as those of Liverpool advanced. Bristol, in particular, found her demand for slaves for the plantations rapidly lessen; insomuch, that in the year 1764 she cleared out only 32 ships for Africa, while Liverpool cleared out 74; and to such an height had the African trade of the town advanced at this time, that more than one-fourth of the shipping belonging to her port sailed to the coast, and she had more than one half of the African trade of the whole kingdom.\*

Such were the circumstances which laid the foundations of the commerce of Liverpool; circumstances which, having furnished her with ships, money, and credit, enabled her, after they ceased to exist, to prosecute her interests in common with the rest of the seaports of the empire, and largely to participate in all those advantages which the perfection of our manufactures, the extent of our foreign possessions, and our naval superiority, have secured to the nation. The ships of almost every trading nation are now seen in her docks and river, and her commerce extends to every part of the globe, the East Indies only excepted.†

\* General and Descriptive History of Liverpool.

† An attempt has been made on the part of Liverpool to participate in that valuable branch of commerce also. But, owing to the state of the nation in 1792, the application to parliament was unsuccessful. The idea, however, is yet entertained, and not without sanguine hopes of success.



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**Commerce.**

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It is estimated that one-twelfth part of the shipping of Great Britain is navigated by Liverpool; that it has one-fourth part of her foreign trade, one-sixth part of her general commerce, and one-half of the trade of the city of London. One-fourth of the ships belonging to Liverpool, previously to the abolition, were employed in the African trade; and it had five-eighths of the African trade of Great Britain, and three-sevenths of the African trade of Europe.

A more minute detail of commerce the limits of this work will not allow. The facts that have been noticed are sufficient to mark the astonishingly rapid rise of the port, and to place in a most striking view that eminence which it has attained by mercantile exertions: an eminence, which, whilst the nation of which it forms so conspicuous a part maintains its rank among the kingdoms of Europe, it is still likely to retain. Its intimate connexion with the rising empire of the United States, its vicinity to Ireland, its increasing commerce with the north of Europe, its colonial relations, the recent opening of a direct trade to the Brazils, and other parts of south America, together with its own local advantages, its important staple commodities of coal and salt, the unrivalled cotton manufactures of the county in which it is situated, and its connexion with the inland navigation of the kingdom, hold out the pleasing prospect of permanent and increasing prosperity.

Bristol and Liverpool, as we have seen, were at an early period rival ports; but the latter, though she

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**Commerce.**

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started late, has not only overtaken but surpassed her rival. Each, perhaps, is still desirous of keeping up the competition, yet the places are so situated as naturally to divide the trade upon very remarkable equalities. This equal distribution of advantages is especially remarkable in the home trade. Bristol lies open to the home trade, as well as Liverpool; but while the former trades chiefly to the south and south-west ports, from Dublin to Galway, the latter must have the trade of the east and northern shores, from Dublin to Londonderry. The one has all the south of England, and the other all the north, to correspond with. Bristol has the south-west counties, extending northward to Shrewsbury; Liverpool the north and midland counties, extending southward to Birmingham. Nature has opened a communication by the river Severn between Bristol and the counties of Monmouth, Gloucester, Hereford, Worcester, and Salop; yet Liverpool balances this by the rivers Mersey, Weaver, and the various canals which now open a communication, not only into the heart of the county, but to the eastern shores, the Tyne, and the Humber. Wales seems equally divided between them: Bristol commanding the havens down to Milford, and its centre by the rivers Wye and Lug; and Liverpool does the same to the north, by the Dee, Conway, and the Straits of Menai. Yet, notwithstanding these almost equal advantages both for foreign and domestic trade, Liverpool has a very eminent precedence. For this many causes have been assigned; but perhaps the most

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 Commerce.—Increase of the Town.
 

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operative causes will be found in its connexion with the manufactures of Lancashire, and in the genius of the place and the liberal spirit which prevades it. Liberality of sentiment with generosity of practice is peculiarly favourable to commerce. It is the genial sun under which she flourishes, and without whose benign influence she dwindles and dies.\*

With the increase of trade and riches we must connect the enlargement of the town and the increase of its population. As a proof of its present opulence and how rapidly it has advanced in a very short space of time, little more is necessary than to notice the extensive ranges of excellent dwelling-houses, and the numerous public buildings, which meet the eye in every direction, the appearance and style of which denote them of modern erection, and equally mark the spirit of the inhabitants and the abundance of their resources. This, too, is the work of little more than one century. Its extent at the time of the siege by prince Rupert may be gathered from the account by Seacomb, already given. On the east and northward to the river it was enclosed by a mud wall; and on the south-east by marshy ground, covered with water from the river. The fortifications extending from the east end of Dale-street to the river, and the marshy ground aforesaid, covered with water, occupying the place where Paradise-street, Whitechapel, and part of Byrom-street, now stand; the whole area thus enclosed must have been very small, not exceeding 405,000 square yards. It is not, however, to be supposed that

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**Increase of the Town.**

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this extent of land was wholly covered with buildings ; for it appears from an old painting, which represents the town as it appeared in 1680, thirty-six years after the siege, that within this area were several plots of land, unbuilt, and planted with trees. This painting is further interesting as it presents us with a view of the appearance of the town along the water's edge, and of all the public buildings it then possessed. On the northern extremity is a small fort of eight guns, immediately joining the old chapel yard, the western parapet of which, and that in front of the Tower, are close to the water, which shows that all the land westward, namely, the lower part of the present churchyard, to the Pier-head has been gained at different times from the Mersey. St. Nicholas's appears with a plain square tower steeple without a spire. The Tower had then embattled turrets, though now only a common coping. The old Custom-house, which then stood on the south side of Water-street, opposite the Tower, had its front toward the river, and appears to have been erected at some distance from the river, perhaps for allowing a small quay for landing goods. The form of the old castle is also distinctly seen. It was a massy square building, with embattled round towers at the angles. There is no appearance of buildings to the south of the castle, and the ground was probably open quite down to the pool, which covered the space now occupied by the Old-dock. The attic only of the old Town-house is seen. It stood to the southward of the present Town-hall,

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 Increase of the Town.—Population.
 

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its north front being represented in a line with the south side of Water-street. The attic apartments have seven windows in the west front, and the same number probably on the other sides. These apartments were for the use of the corporation; below it might have been supported with pillars, leaving an area for the accommodation of the market people, or the traders of the time. The roof was surmounted with a square lantern, with a window on each side, perhaps used as a look out for vessels. In 1765 a plan of the town was made by Mr. John Eyes, from which it appears, that at that time the buildings covered an area of 1,184,000 square yards; and by a survey taken in the year 1790 the space covered with buildings and streets was 4,000,000 square yards; so that from the year 1680 to 1765 the increase of the town was 779,000 square yards, and from 1765 to 1790, 2,816,000 square yards:—total increase in one hundred and ten years 3,595,300 square yards!!

Its population in 1555 appears, from the town record, to have consisted of 138 householders and cottagers, so that it could scarcely be considered as more than a considerable village, though we should allow seven persons to a family. Of the number of inhabitants at the time of the siege we can form no idea from the spirited resistance made to prince Rupert, as at that time the town was filled with a number of Irish refugees, who, having so lately felt the iron hand of arbitrary power, were very likely to espouse that cause with warmth, which at that time was considered

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 Population.
 

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the cause of civil and religious liberty. In 1700, the inhabitants are estimated at near 5,000; in 1720, at 10,446; in 1730, at 12,000; in 1740, at 18,000; in 1760, at 25,787. Part of these calculations are conjectural, but it is probable they are not far from the truth. In 1773 an actual enumeration of the inhabitants took place, the result of which was as follows; inhabited houses, 5,928; untenanted houses, 412; families, 8,002; inhabitants, 34,407; persons to a house,  $5\frac{1}{2}$ ; to a family,  $4\frac{1}{2}$ . In this statement the Poorhouse, Infirmary, and other buildings, where many live together, were included. The seafaring men employed in Liverpool ships were about 6,000. In 1801, the return, according to act of parliament, stated the houses and inhabitants as follows: houses, 11,466; families, 16,989; inhabitants, male 34,367, female 43,286: total number of inhabitants 77,653. Since this return there has been a very considerable increase both of houses and inhabitants, what the amount of each is at present it is difficult to determine; but it is probable that the houses may have increased to more than 12,000, and that the number of inhabitants may be 90,000.

The returns which were made to parliament in 1803, relative to the maintenance of the poor, present also a striking picture of the rapid increase of the town; it is there stated, that the sum raised for the poor's rate, watch, lamps, &c. in the year 1775-6, was £3,333, whilst in the year 1802-3 it amounted to no less than £37,195 4s.  $5\frac{1}{2}$ d.

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### Improvements.

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When the attention of the mind is turned to these improvements, and discovers that, immense as they really are, they are yet but the work of yesterday, it is scarcely able to fix upon an adequate cause by which the town and inhabitants should be advanced to their present wealthy and flourishing state. At the beginning of the last century the town was mean and contemptible. Two churches were then sufficient for the inhabitants; the marine traffic was very limited; and manufactories unknown, a small silk-work excepted. About the year 1730, the trade began to advance; 166 ships then belonged to this port, 15 of which, for the first time, sailed to Africa. But though the number of ships had increased double since the year 1709, there was as yet no kind of proportion to its present state. One dock was only then existing, and that but recently completed; there was no exchange but a common court-house; no public building but a small charity-school (which with difficulty met with support) for the education of sixty children. The lands to the south of the Old-dock were entirely open; seven streets comprised nearly the whole town, and those narrow, mean, and dirty; there was but one inn (the Golden Lion in Dale-street) of any extent for the accommodation of strangers: no stage coach came nearer than Warrington, from whence the few passengers from London were conveyed by horses; neither cart nor waggon was employed between the town and Manchester, or other parts, the mode of conveyance being at that time by pack-

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Improvements.

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horses; and such persons as had occasion to go a journey were obliged to go on horseback, post-chaises being then unknown. He was an opulent merchant who kept his chaise and one; and the style of living, even among the highest ranks, was, in the strictest sense, plain and frugal.

From 1730 to 1760 we perceive Liverpool gradually increasing in trade and extent. In this period two new churches gave additional beauty to the town: the Exchange was erected, the public Infirmary was finished, and the Blue-coat hospital completed in its present style. The town now was so much enlarged as to extend in Dale-street as far as Cheapside on the left, and on the right to Preston-street, but all beyond was open ground; in Tythebarn-street it extended only to Key-street, all the interval from thence to the present Vauxhall-road being open fields. Williamson-square had buildings only on the lower part: the other three sides were not covered. Clayton-square had but one house; Church-street, and the streets leading south-eastward and north-eastward began to be covered, but all the land beyond Richmond-street was entirely open. Duke-street was covered about 200 yards, all the rest to the southward was open fields. A part of Pitt-street and Park-lane was then built, but all the lands from the water, south and east, were entirely open.

The Old-dock at this time was greatly improved, and cleared of a great many small huts and cottages which had long encumbered the quays. The trade of



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 Improvements.
 

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the town, though much advanced, did not promote the building of more than one additional dock; (Salthouse-dock,) but an embankment and basin were made, and a regular quay completed from where the north basin now is to the corner of the Old-dock, the vessels lying on the mud at low water. The whole town began now to wear the appearance of wealth and improvement; 226 vessels, in the year 1760, belonged to the port, of which number seventy-four sailed to Africa.

The property acquired by the extension of a lucrative and increasing commerce was partly applied to building; but the object was then to increase the number of houses and streets, and not to improve the old, which still remained narrow, mean, dirty, badly kept, and worse regulated. One stage coach began to appear from London, and two principal inns now offered themselves for the accommodation of strangers. A small dark room in a court in Water-street, up a narrow dirty passage, was the common subscription coffee-room, and the only one then in town.

Such was nearly the state of Liverpool at that time; subsequently, its progression in extent, convenience, and refinement, has been in proportion to the astonishing accumulation of its wealth, and the expansion of the minds of its principal inhabitants by an improved education and an extensive intercourse with the world. The numerous and splendid public structures for devotion, charity, pleasure, and business, (in many of which the metropolis itself is rivalled,) the immense

ranges of newly-erected dwelling-houses, distributed into streets and squares, in the most eligible situations, and in a style of superior elegance; the number and convenience of those receptacles of its shipping, the Docks;—one entire improvement and embellishment united presents itself in all its varieties, and exhibits at one view the effects of industry directed by genius and supported by character.

The government and police of Liverpool have the next claim upon our attention. The latest charters ordain that the body corporate shall consist of forty-one persons, composing the common-council; and that from among these a mayor, recorder, and two bailiffs, shall be annually chosen. Those who have borne the office of mayor are styled aldermen. By the charter of William III. the mayor, recorder, senior alderman, and preceding mayor, were empowered to act as magistrates in the town; but, on the great increase of population, it was ordained by the charter of George II. that the preceding mayor should act as justice of the peace for four years after he is out of the office; and that the four aldermen next to the senior alderman, whilst members of the common-council, shall be additional justices within the town; and that the recorder should have power to nominate a deputy.

The right of electing the corporate officers resides in the free burgesses. The mayor and bailiffs are chosen annually, on the 18th of October, on which occasion the ancient custom of riding round the liberties

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 Government:—Police.
 

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of the town is observed. The general sessions of the peace is held four times in the year, by the justices of the peace for the borough, and by adjournment every Monday. The mayor, or one of the aldermen, attends daily at the Town-hall, to transact public business. A court of requests, for the recovery of debts under the value of forty shillings, is held over Bridewell, near the Town-hall, every Wednesday: the number of its commissioners is seventeen, appointed monthly by the common-council.

The corporation of Liverpool is empowered by charter to enact laws for the better and more effectual regulation of the police of the town. The number of useful regulations which have been established, and the strict and impartial enforcement of them, do the magistrates the highest credit; and, while they conduce to the order and respectability of the town, render the inhabitants secure, and prevent any insult or imposition upon strangers. Among these, the government of the port, including the management of the wet, dry, and graving docks; the laws respecting pilots and pilotage; the regulation of the charges of hackney coachmen, chairmen, porters, and all persons publicly employed; the lighting and watching the town; may be considered as the principal. Good order prevails in almost every part of the town, and the sabbath day is kept with stricter decorum than is to be observed in many places of smaller extent, and of a less diversified population. The impartial observer will, however, see that in those regulations

which relate to the prevention of immorality much yet remains to be done ; and, though the most active and enlightened magistracy cannot effect individual reformation, something more may yet be contributed to the conservation of public morals.

The borough of Liverpool sends two members to parliament, who are chosen by the votes of all the free burgesses, not receiving alms. The freemen of Liverpool are also free of Bristol, and of Waterford and Wexford in Ireland.

The corporation of Liverpool is one of the most opulent in the kingdom, and its resources have been employed in the improvement of the town to an extent which, to a stranger to its affairs, almost exceeds belief. The township and manor of Liverpool, till lately, belonged to the Molyneux family, and the corporation were only lessees of the manor ; but about thirty-five years ago they purchased the reversionary estate, and have thereby consolidated the fee in themselves. The leases granted by the corporation are for three lives, and a term of twenty-one years after the death of the survivor ; under which the inhabitants of the town hesitate not to expend large sums of money in buildings, under the confidence that the corporation will, in case of the death of any of the lives, renew the lease by nominating others, although they contain no stipulation to that effect. To this it is induced by interest, as a great part of its large revenue arises from the fines paid for such renewals.

Liverpool, considered as a place of residence, has

the advantages of a salubrious air and a mild temperature. Doctor Dobson, in his observations on the temperature of the air at Liverpool, states, that its maritime situation renders the air more temperate than that of many other places; for as the sea is of a middle temperature between the heat of summer and the cold of winter, the access of the tides must have a considerable effect in rendering each of these more moderate than in inland situations. At Warrington, which is eighteen miles inland from Liverpool, a very accurate observer found the mercury in the thermometer down at 13 in the winter. In other parts of England it has been found still lower; and at Derby near one degree below 0. These are degrees of cold to which we are strangers at Liverpool, and from which we are secured by the influence of the sea. By observations on the variations of the thermometer for one year the doctor found that the mean temperature of the year 1772 was  $54\frac{1}{2}$ ; and that the variations, during the course of the year, amounted to 50 degrees, varying from 28 to 78. In South Carolina the annual variation has extended to 83 degrees. The winter of this year was colder and the summer hotter than is common at Liverpool, and yet the highest degree to which the mercury rose was 78. In Bengal the mercury is often at 104. From a table of daily variations it appears that the medium of the daily variations of each month was regularly increasing till May, and from the end of that month to the end of December was again almost uniformly diminishing. The medium

of the daily variations was no more than 4½, whereas in some places, South Carolina, for instance, they sometimes extend to 30 degrees. We are therefore generally free from those great and sudden changes in the temperature of the air which produce such sensible, and often prejudicial, effects upon the human body.

The same author concludes that, from the experiments and observations which he has made relative to the soil, water, and air, and from fourteen years experience respecting the diseases, he is enabled to draw this general conclusion—that the dryness of the soil, the purity of the waters, the mildness of the air, the antiseptic effluvia of pitch and tar, the acid exhalations from the sea, the frequent brisk gales of wind, and the daily visitations of the tides, render Liverpool one of the healthiest places in the kingdom, in proportion to the number of inhabitants.

The observations of the same sensible writer on the temperature of the sea at Liverpool are curious, and may be of service to those who visit it for the purpose of bathing.

The variations in the temperature of the sea at Liverpool are considerably greater than on many other coasts. A table of these variations was formed from a number of experiments, from which it appears that the temperature of the sea varied, during the course of the year, 32 degrees; namely, from 36 to 68; or from 15 degrees below to 17 degrees above *temperate*. It likewise appears that the sea, when warmest, was 14 degrees colder than Buxton bath, and 30

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Climate.

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degrees below the heat of the human body. During the months of June, July, and August, the sea was nearly of the same temperature with Matlock bath; (68;) and in the succeeding months became still colder and colder, so as at last to form an extremely cold-bath, being only 4 degrees above the freezing point.

The same latitude in the temperature of the sea will not occur on other coasts where the shore is bold, the sea deep, and consequently not exposed in so shallow a body to the action of the sun and air.

In a later publication than the papers of Doctor Dobson, entitled, a Familiar Medical Survey of Liverpool, the general opinion before given of the salubrity of the air, and the advantageous situation of Liverpool with respect to health, is confirmed with some exceptions. The situation of the town, says the author, is peculiarly favourable to constitutions that require and can bear a cold sharp air; of which description are those of nervous relaxed habits, to whom, in most instances, it proves very friendly and favourable; the healthy will also have their health preserved by it. The occasions in which the situation of the town becomes unfavourable are with those persons who are subject to coughs, asthmas, and other affections of the breast and lungs, and those who are consumptive; as those are complaints which are aggravated and renewed, and even promoted, in constitutions so inclined.

These observations appear to be confirmed by a table of diseases and deaths published in 1772; which

shows, that in one year 83 persons died of fever, 358 of consumption, 20 of apoplexy, 19 of palsy, 19 of asthma, and 17 of dropsy.

Since that time, however, the improvements in the town have doubtless tended much to the prevention of diseases. Infections fevers are very rare, and it is said by the last quoted writer, that although it is obvious that confined situations, crowded with poor inhabitants in large towns, will necessarily generate fevers and feverish indisposition, yet that fever thus generated here is never known to prevail, spread, or extend beyond the precise spot where it originated : a convincing proof of the salubrity of the town. Agues are rarely seen, and that painful disease the stone or gravel is seldom heard of, which is, no doubt, to be attributed to the excellent quality of the water.

The soil in and near Liverpool is dry and sandy for two miles round. The north shore consists of barren sands for an extent of twenty miles; but between the town and Kirkdale is a fine dale, which has a rich marl under the surface, and affords excellent pasturage. The ground in the neighbourhood, in general, appears to be well adapted for gardening; the markets producing all sorts of excellent plants and other vegetables in great plenty and perfection. The soil is peculiarly favourable for the growth of potatoes, for which Lancashire is famous to a proverb. They are produced in great abundance, and the quantity required for the shipping, as well as the local consumption, make the demand for them astonishingly great.



The effect of the winds upon the state of the weather is generally as follows. The north-west winds are turbulent and stormy; the southern productive of rain; the easterly winds often accompany a serene sky; and the severest cold and frost usually come with a north or north-east wind.

The general character and manners of the inhabitants of Liverpool, as they assume no characteristic peculiarly striking to distinguish them from those of other towns similar in pursuits, will not long detain the attention. As in all other places wholly commercial, the intercourse between the different ranks of society is free and open. The pride of nobility and ancestry, regarding supposed inferiority with repulsive countenance and half-averted eye, will not here be met with; nor will the stranger or inhabitant be often disgusted with the petty assumptions of ignorance dressed in the brief authority of office. Hospitality, social intercourse, civility to strangers, and that freedom from local prejudice which is produced by the residence of so great a proportion of strangers, may likewise be adduced as very favourable features in the general portrait; and though great refinement of manners should not generally be met with, they will have spent but little time in the town, or have been very inattentive observers, who do not discover what to every man of reflection is far more estimable,—very considerable remains of the frankness and warmth of the old English character. Liverpool, it is true, has but too largely participated in a national

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 Eminent Natives.
 

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dereliction of morals; but numbers in all ranks of life are to be met with whose characters are adorned with the honours of virtue, and whose examples are highly instructive and beneficial. The numerous places of worship of the established church, and of the dissenters, are for the most part well attended; and the various public charities are supported with a spirit and munificence highly creditable to the feelings and character of the inhabitants.

Nor has the genius of commerce in this great emporium been averse to associate with the muses. Various publications bear testimony that here literature has been cultivated with considerable ability. The names of several gentlemen might be enumerated who, in the midst of the active concerns of this busy town, have found leisure to attend to the study of the polite arts; and several works which have obtained the greatest share of public approbation have issued from the Liverpool press: particularly the *Nurse*, and the *Lives of Lorenzo di Medici and of Leo the Tenth*, by Mr. Roscoe; the *Medical Reports*, and the *Life of Robert Burns*, by Dr. Currie; the *Life of Poggio Bracciolini* by Mr. Shepherd, and an elegant translation of the works of Gessner.

Among the eminent natives who have paid the tribute of nature the names of Deare the sculptor, and Stubbs the painter, will long be remembered with respect and admiration by every lover of the fine arts who has had the pleasure of examining their best works.

The former is but little known, even in England. His best works were destined to adorn foreign cabinets, and he himself spent a great part of his life at Rome, where he died. His name must, however, be placed in the first rank of our most eminent artists. He has indeed, by good judges, been called the first English sculptor; but perhaps complete justice will not be done to his eminent merit until our intercourse with the continent be opened, and the more recent productions of genius be thus rendered accessible to the inspection of the British amateur. John Deare was born in Liverpool, on the 26th Oct. 1759. His predilection for the imitative arts was strongly indicated in the very earliest stage of boyhood; and some early specimens of his ingenuity, in which the rudiments of future excellence are strongly marked, are now in the possession of his father, Mr. T. Deare, among which is a miniature figure of the human skeleton in wood, cut with a penknife when he was but ten years old. In his sixteenth year he went to London, and at twenty he obtained the first gold medal that was given at the New Royal Academy, Somerset-house, being the youngest artist to whom that honour had ever been awarded. This medal was given for the best piece of sculpture. A cast from the performance which obtained for Mr. Deare this flattering distinction is now in the possession of Messrs. S. and T. Franceys, sculptors, in this town. The design is from Milton, and is executed in alto relievo. Soon after this he, along with several other young men of promising talents,

were sent out by the Royal Academy, under his Majesty's patronage, to pursue their studies at Rome. Of this youthful band of artists George Cumberland, esq. in a memoir of that eminent painter Grignon, published in the *Monthly Magazine*, thus speaks:—

“Many years are now gone by since I had the happiness in the city of Rome, for several winters, to partake of the agreeable society of as amiable a set of artists as this island ever produced. A few of them returned home, and are still living an honour to the country that raised them; but others, conscious that the state of public taste was, at that time, incapable of appreciating studies that had the refinements of the best ancients for their object, after seeking in vain that patronage which alone could have supported them in honour in their native country, lingered on the plains of Latium until the customs and fascinating manners of the natives made them a species of captives to the arts and elegancies of Italy; and, tempted by the peaceful abode of the museums of venerable art, the charms of music, painting, and sculpture, the hilarity induced by a fine climate, the independence which plenty offers, the urbanity of the inhabitants, the suavity, the simplicity that invites and detains, they at length formed connexions that could not easily be dissolved, and perished on a foreign land, neglected, and almost forgotten.

“Three of these active students, that are now no more, I knew particularly well, having often been grieved to think how little their nation knew them, and

that, it has been their unhappy fate to go to the grave without an eulogium; for Deare, Robinson, and Grignon well deserved to be remembered by their country."

The following is the same writer's character of Mr. Deare:

"—And here let me pause and drop a tear over the recollection of an artist whose good nature, hilarity, generosity, and candour, could only be equalled by his delicate taste, profound knowledge, exquisite skill, and unrivalled exertions:—a man, that, had he been encouraged to come home, or kindly treated by those who sent him out, would have reflected honour on the art of sculpture; for he made a distinct study of every part of his art, and was as *recherché* in hair as in drapery, as great in drawing and modelling as in sculpture, wholly devoted to fame, freedom, and the arts; nor will it be considered as a slight proof of the fact when I mention that the inimitable Canova beheld his productions with respect, and that even good painters came to him for advice and correction.

"Such a one was Deare, whose chief works went to France, and whose chisel is scarcely known in England, except in sir Richard Worsley's collections, where his Marine Venus will show a hand that, when alone disclosed, has often been, even among artists, taken for an antique."

On the 17th Aug. 1798, and in the 39th year of his age, this eminent artist died at Rome of a malignant fever, in the arms of his friend Grignon, who attended his respected remains to the tomb of Caius Cæstus,

where all the English are interred, and read the church service over his grave.

The following anecdote (given by Cumberland) will better display Deare's zeal for his art than a volume of panegyric:—

“Being at dinner at Grotto-Ferrata, where I passed my summer to avoid the heat of Rome, in one of the warmest days I ever remember, he arrived on foot, in company with a *formatore*, (a plaster caster,) having carried, by turns for seventeen miles, about 20lbs. of clay, and a bag of plaster of Paris. Dinner was just served, but he would not come up to partake of it, until I first promised to drive him the instant the cloth was removed, to Mònte-Dragone, a deserted villa, belonging to Prince Borghese, of which I had the keys, that he might there press off one of the side-locks of the famous Antinous, not having been able, from his own correct drawing of it, to give any thing like its character to the hair of a French lady whose bust he was executing. We went there; he stole the impression, and returned in raptures to Rome on foot the same evening.

“Such, alas! was the artist whom the academy abandoned and forgot!

George Stubbs was born here in 1724, and died in London, July 10th, 1806. In early life he acquired some distinction for his knowledge in anatomy, and more particularly for that of the horse. 1766 he published a learned scientific work, entitled “The Anatomy of the Horse, including a particular description

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**Eminent Natives.**

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of the bones, cartilages, muscles, facias, ligaments, nerves, arteries, veins, and glands, in eighteen tables, all done from nature." This work obtained him considerable reputation; and the many excellent paintings of horses, and other quadrupeds, that he continued occasionally to exhibit at Somerset-House, established for him a permanent fame in this branch of the fine arts.

To these we may add the name of Jeremiah Horrox, an eminent astronomer, who was born in Toxteth Park, about the year 1619, and was for a short time a student of Emanuel College, Cambridge. About the year 1633 he began to apply himself to the study of astronomy; but as he lived at that time with his father at Toxteth, in very moderate circumstances, and was destitute of proper books and other assistances for the prosecution of this study, he was unable to make any considerable progress. For some years he chiefly made use of the writings of Lansberg, to the neglect of the more valuable works of Tycho Brahe, Kepler, and other excellent astronomers, which was afterwards a subject of much regret with him.

About the year 1636 he formed an acquaintance with Mr. William Crabtree, of Broughton, near Manchester, whose genius led him to the same studies, but, owing to the distance at which they lived from each other, they could have little correspondence except by letters, which, however, they frequently exchanged as long as our author lived. By acquiring a companion in his studies Mr. Horrox was animated

with new vigour; and, having procured astronomical instruments, and the necessary books, applied with great diligence to the making of observations. He had not, however, long entered on his career of discoveries before he was suddenly cut off by death in 1640, when he was only about the age of twenty-two. Of the loss which the world sustained by this event some idea may be formed from the writings which he left behind him, a part of which were published at Dantzic, in 1662, by Hevelius, and illustrated by that astronomer's annotations, and the remainder by Dr. Wallis, in 1673.

There are two things, in particular, which will serve to perpetuate the memory of this extraordinary young man: one is, that he was the first who ever predicted or saw the passage of Venus over the sun's disk. And though he was not apprised of the grand use that was to be made of it in discovering the parallax and distance of the sun and planets, yet he made from it many useful observations, corrections, and improvements, in the theory of the motions of Venus. His observations on this phenomenon were made at Hool, about twenty miles north of Liverpool. The other memorable circumstance is, his new theory of lunar motions, which Newton himself made the ground work of all his astronomy relative to the moon, always speaking of our author as a genius of the first rank.

It is highly to the honour of Liverpool that its peace has very seldom been disturbed by the rage of



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**General Character of the Inhabitants.**

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religious bigotry, or by the effervescence of political enthusiasm; not that we shall find within its precincts that unanimity of opinion which is the result of passive ignorance; but it has so happened, that the exercise of the virtue of mutual forbearance has happily preserved Liverpool from those public acts of acrimonious hostility which have at various times, since the era of the French revolution, troubled the quiet of other districts in the kingdom. This may be the effect of various causes, among which may be placed the prudence and candour of the leaders of the parties; and, above all, that intermingling of interests which necessarily results from the extension of commercial transactions.

Different sentiments respecting peculiar measures of men in office, or modes of religion, are consistent with the purest and most loyal patriotism. On every subject which relates to the illustrious family upon the throne, or the dignity and safety of the country, there is, generally speaking, but one sentiment in the inhabitants of Liverpool. On all occasions they have discovered the most respectful devotion to the sovereign and the most ardent zeal in the service of their country. As early as the rebellion of 1745 this town displayed its consequence and its attachment to the present royal family in a very spirited manner. A regiment of foot, called the Liverpool Blues, was raised in the town, consisting of eight companies of 70 men each, with proper officers. They continued in pay about fifteen weeks, during eight of which they were under

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marching orders, and were at the taking of Carlisle. The whole expense of this armament amounted to 4859*l.* of which the corporation contributed 2000*l.* and the town raised the rest. Besides this regiment, five companies of volunteers of 60 men each were raised in the town, and instructed in the military exercise, one of which kept guard nightly while the disturbances in the kingdom lasted. Though Liverpool was then only in its early youth, few towns in England were probably capable of a similar exertion.

Nor have the efforts of maturer age in Liverpool been unworthy of the zeal of its youth. During the contest with France, when the energies of the nation have so frequently been called forth by the threats of invasion, and the ambitious projects of universal empire, Liverpool has in her numerous volunteer associations displayed an ardour and a greatness of exertion which have placed her among the foremost of those who have stood forth to defend their country, their liberties, and their independence: and though the change which government has lately made in the system of national defence has in a great degree affected the volunteer system, and damped its spirit, the principle remains unchanged. Danger will only call forth additional energy in a cause which unites every part of the empire.

The warm affection of the inhabitants of Liverpool to their sovereign was displayed in the most striking manner on the national Jubilee, the 25th of October, 1809, the fiftieth anniversary of his Majesty's accession

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to the crown. On this occasion liberal subscriptions were entered into for the purpose of liberating the debtors in the borough goal, and for erecting a colossal equestrian statue of his Majesty. A congratulatory address had been previously voted unanimously in a general meeting of the inhabitants convened by the mayor. We give the following abridged account of the celebration of the day from the *Liverpool Courier* of November 1st :—

“The 25th of October, the day on which his Majesty entered upon the 50th year of his reign, was ushered in by a grand discharge of 50 guns from the fort, the ringing of bells, and other demonstrations of joy. About ten o'clock the pleasing office of liberating the debtors confined in the borough goal was performed. The spectators assembled to witness this interesting spectacle were numerous. The gentlemen of the committee proceeded from the town-hall to the prison. The debtors were assembled in the yard, and the names of those to be liberated were successively called over, and the amount of their debts paid. They were then collected in the chapel, where the chairman of the committee addressed them in a very appropriate speech, in which, having adverted to the causes which had led to their unfortunate confinement, he recommended such an attention to industry, economy, and sobriety, as might in future enable them to live in the world with comfort and credit. He then proceeded to state the occasion of their liberation: that was the day on which our beloved sovereign

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**General Character of the Inhabitants.**

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entered into the fiftieth year of his reign, a day which the nation had agreed to celebrate as a Jubilee, and that the inhabitants of Liverpool, anxious to testify their affection to their king in the best manner, had promoted a benevolent subscription in their behalf, the benefits of which the committee had that morning visited the prison to dispense. A loud huzza followed this address, which was immediately caught by the people on the outside, who repeated the cheers with enthusiasm. In a little time the doors were re-opened, and thirty-nine of the debtors confined in the goal, whose liberation admitted of being immediately effected, marched out of the prison, and afterwards joined the procession. This scene was peculiarly, and most pleasingly affecting. The exultation of the spectators, the animated countenances of the foreign debtors, who, unable to speak the language, had no other means of expressing their joy than by signs, shaking of hands, and occasionally joining in the huzza, spoke most feelingly to the heart, and kindled up at once all the spirit of a jubilee. The pleasure is increased by the reflection that as the investigation of the cases of the debtors has brought to light a number of dreadful abuses in the commitment of foreign seamen, the committee are determined to exert themselves to prevent them in future.

“Of the prisoners thus released eleven were native seamen, twenty-one foreign seamen, six females, one porter, and one exciseman. Twenty-seven others, whose cases required some consideration, remained in

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the prison, of whom three have since been released.\* All the prisoners, debtors as well as criminals, were regaled with a dinner and ale at the rate of 2s. 6d. each, and the liberated prisoners were presented with 5s. each.

"The solemn services of religion properly succeeded to this exercise of charity. The churches were numerously attended, sermons adapted to the occasion were preached, and liberal collections made in aid of the benevolent objects of the day.

"Half-past one o'clock was the time prescribed for the march of the procession from the town-hall to St. George's-square in order to lay the foundation stone of an equestrian statue of his Majesty. For an hour before that time the crowd had been rapidly accumulating in the principal streets through which the procession was to pass. The number of spectators cannot easily be calculated; we suppose it will not exceed the truth to state them at 50,000; yet, owing to great numbers taking their stations on the steps and in the windows of the houses of several extensive streets, little inconvenience was experienced.

"The line of march was through Castle-street, Lord-street, Church-street, Bold-street, Berry-street; and Nelson-street, into Great George's-square. This beautiful and extensive square was peculiarly adapted to give effect to the impressive ceremony. The site of the statue has been prepared in the centre of the extensive shrubbery which ornaments the area, within

\* The whole have subsequently been discharged.

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the railing of which the procession was admitted. The military, consisting of the volunteer corps and the Cheshire militia, were drawn up on the outside of the palisades so as nearly to encircle the whole. The spectators filled the remaining space, which, as well as all the avenues, leading to it, the windows, balconies, and roofs of the lofty houses on every side, were all crowded.

“The stone was laid by the mayor, amidst the cheers of this immense assembly, the band playing “God save the King;” immediately after which the military fired a *feu de joie*, which was kept up for a considerable time with admirable precision and effect. This was answered by the guns at the Fort and the ships in the river, all of which were profusely decorated with the colours of their respective nations.

“The stone was laid with the following ceremonies. On entering the garden at the middle of the square, the mayor and two or three masons proceeded to the centre, and descended the vault which had been prepared to receive the foundation stone. A bottle, containing the coins of his present majesty’s reign, was placed in a cavity in the centre of the stone. One of the master masons presented the mayor with a silver trowel and some mortar, and the mayor having put some of it on the stone, gave it three strokes with a hammer. Corn, wine, and oil, were then poured on the stone, and the ceremony was concluded by a prayer from the Rev. Mr. Renshaw.

“The Mayor then addressed a short and appro-

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priate speech on the occasion to the surrounding multitude.

“The inscription on the stone is—

“**THIS STONE, the FOUNDATION of a STATUE erected by PUBLIC SUBSCRIPTION, in COMMEMORATION of the FIFTIETH ANNIVERSARY of the ACCESSION OF HIS MOST GRACIOUS MAJESTY KING GEORGE THE THIRD to the THRONE of these REALMS, was laid on the 25th day of October, 1809, by JOHN CLARKE, Esq. MAYOR of LIVERPOOL.**”

The day was closed with various festivities suited to the joyous occasion.

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## Description of the Town.

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### THE DOCKS.

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How numerous now her thronging buildings rise !  
What varied objects strike the wandering eyes !  
Where rise yon masts her crowded navies ride,  
And the broad rampire checks the beating tide.

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IN entering upon a description of the town of Liverpool, the Docks, from their number, magnitude, and importance, are entitled to priority of notice. They are of three kinds. The principal are the Wet-docks, which chiefly receive the ships in the foreign trade, which have large and heavy cargoes to receive and discharge. In them the ships are afloat at all times of the tide, the water being retained by the dock gates. The next are the Dry-docks, so called because they are left dry when the tide is out : these generally receive the vessels that are employed coastways. The others are the Graving-docks, which admit or exclude the water at pleasure, and in which the ships are laid dry for the purpose of caulking and repairs. The



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**The Docks.**

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vast labour and expense of these works will readily be conceived by considering that they must all have been hollowed by hand from the shore, in continual opposition to the tides, which often in an hour destroy the labour of weeks, and that the piers must be made of sufficient height and strength to bear the daily efforts of a sea beating in, and endeavouring to recover its ancient boundaries. On the sides of the docks are warehouses of uncommon size and strength, to the different floors of which goods are craned up with great facility; whilst the space around the docks is sufficient to give room for the loading and unloading of the ships, which lie with their broad-sides to the quay, and for the different occupations of sailors, and the crowds of passengers, without confusion or interruption. The whole furnishes a striking picture of the extent of human power when directed by mechanical skill and contrivance.

**THE OLD-DOCK.**

This dock, which runs eastward considerably into the town, was the first which was constructed, the act for that purpose being obtained in the year 1710. It is surrounded with houses, shops, and merchants' warehouses; and lies contiguous to some of the most populous and busy streets. At the east end stands the Custom-house. A paragraph in the act under which this dock was made proves the existence of a pool or haven in the place which it now occupies; as the land granted for that purpose is said to be "in or near a certain place called

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### The Docks.

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the Pool, on the south side of the said town of Liverpool." This dock is 195 yards in length: the breadth is irregular; in the broadest part it is 90 yards, and in the narrowest 70 yards. The area is 16,832 square yards, and the extent of quay 652 yards. The gates are 33 feet wide, and 25 feet deep. It is the receptacle of West India ships, Irish traders, and vessels from the Mediterranean. The Dry-dock, which has a quay of about 360 yards extent, is chiefly occupied by sloops from the northern coast, which import corn and provisions, slates, and other productions of the country; and take back West India produce, and the Mediterranean, Portugal, and Baltic imports. This dry-dock or basin connects with three graving-docks.

### *SALTHOUSE-DOCK.*

This was the second dock constructed in Liverpool. It derives its name from a salt work formerly contiguous thereto, but now removed up the river to Garston. The form is irregular; its quay is nearly 640 yards, with convenient warehouses: the area is 21,928 square yards. It has the whole length of Cornhill to the west, and extends southward nearly to the Duke's dock. The upper end is chiefly occupied by ships which are laid up, and the lower is the receptacle of corn and timber ships. The gates are 34 feet wide, and 25 feet deep.

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**The Docks.**

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**ST. GEORGES DOCK,**

the third made, is the northernmost dock, and extends from the corner of St. Nicholas's church-yard to Moor-street. The act for its construction was obtained the 11th Geo. II. and it was completed at an expense of £21,000. This is a very fine dock ; its dimensions are 246 yards in length and 100 yards in breadth, forming an area of 24,600 square yards, with a quay of 700 yards, lined with a range of capital warehouses. This dock is now undergoing an enlargement. The parade is extended westward into the river, and the west side of the dock will be widened about 21½ yards ; when this improvement is completed it will comprise an area of 30,000 square yards. It is the receptacle of West India ships. The gates are 38 feet wide, and 26 feet deep. These three docks have a communication with each other, so that the vessels can pass to either of the other two docks, or to the graving-docks, without being subject to the inconvenience of going out into the river.

**THE KING'S DOCK.**

This dock, being contiguous to the King's Tobacco-warehouse, receives all the vessels from Virginia, and other parts, laden with tobacco, this being the only place where they can discharge their cargoes. It likewise receives the Greenland and American vessels ; and the ships in the Baltic trade,

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The Docks.

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freighted with timber and naval stores, discharge their cargoes upon this quay, which being very spacious, and surrounded with yards and warehouses, fitted for their reception, render it the most convenient for that purpose. The length of this dock is 272 yards, and the breadth 137 ; forming an area of 35,864 square yards. The gates are 42 feet wide, and 26 deep.—Adjoining these is a swivel foot-bridge, well constructed, which serves for a passage over the gut when the gates are open. This dock communicates with a dry-dock or basin, to the south, from which are seen two graving-docks, similar in construction to those mentioned before. This basin likewise communicates with

*THE QUEEN'S-DOCK,*

which was the last made. It is 280 yards long, and 120 yards broad, and forms an area of 33,600 square yards. The expense of making this dock was £25,000. The gates are of the same dimensions as those of the King's-dock, and, like that, it is chiefly occupied by American and Baltic shipping ; a new cast iron swivel bridge has been lately thrown over the entrance, which, from the peculiar elegance and lightness of its construction, has a very ornamental and pleasing effect. Between the King's-dock and the Salthouse-dock the duke of Bridgewater has a small dock for the use of his flats, and an adjoining warehouse for the reception of the goods with which these vessels are freighted.

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**The Docks.**

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The length of quay afforded by all these capacious basins will appear on calculation so great as to surpass all the most famous of the river or shore quays in the different sea-ports ; and, though their magnificence of prospect is diminished, their utility is increased by having them accumulated within a moderate compass of ground rather than extended in one long line. The entrances to some of the docks are crossed by draw-bridges, excellently constructed on the Dutch plan ; and the dock-gates are well constructed, not only for retaining the water in the wet docks when the tide is out, but also for regulating the depth of water in the docks according to the height of the tide, by means of the openings which may be observed in the gates, and sluices, which can occasionally be opened below. These gates are managed by four men to each pair, two on each side, whose business it is to direct the opening and closing of the gates.

As the docks are subject to accumulate the mud brought in with the tide, they have under-ground communications, by means of large tunnels, with each other, so that when it is necessary the water of one dock is made to wash out another. This operation is usually performed once a year, when the dock to be cleaned is left dry by opening the gates when the tide is running out, and the sluices being then opened into it in different directions, a number of men with spades throw the mud into the currents, which being thus carried away, the dock is sufficiently cleared in twelve or fourteen days. This method of cleaning

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**The Docks.**

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docks is of late invention, but is found to be superior to any other before practised, both in cheapness and expedition.

To prevent inconvenience and disorder, the internal economy of each dock is regulated by a dock-master, who has an annual salary of £105. His business is to superintend the docking and undocking of ships, to appoint them situations for the receiving or discharging of their cargoes, and to attend to the management of the flood-gates. This is a regulation equally judicious and necessary, as, without it, it is evident that the docks would become a scene of perpetual disorder and dispute.

As a fire among the shipping would be attended with the most alarming consequences, so the precautions used to prevent any accident of that kind are proportionably strict. Fires are not suffered aboard the ships, nor even candles, unless secured in lanterns; the smoking of tobacco is forbidden under a penalty of forty shillings; having any combustible matter on the decks or on the quay, in the night, is subjected to a penalty of ten pounds; and having gunpowder on board, whilst in the docks, is fined forty shillings. By these regulations fires have hitherto been prevented, though, it is said, that scarcely a day passes without instances of carelessness or obstinacy rendering the exaction of these penalties necessary.

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The Docks.

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*Progressive Increase of Dock Duties, and of Shipping entered in the Port of Liverpool, from the Year 1752 to the Year 1810 inclusive.*

Year	No. Ships.	Duties.			Year	No. Ships.	Duties.		
		£.	s.	d.			£.	s.	d.
1752		1776	8	2	1801	5060	28365	8	2
1755		2417	13	11	1802	4781	28192	9	10
1760	1245	2330	6	7	1803	4791	28027	13	7
1765	1930	3455	8	4	1804	4291	26157	0	11
1770	2073	4142	17	2	1805	4618	33364	13	1
1775	2291	5384	4	9	1806	4676	44560	7	3
1780	2261	3528	7	9	1807	5791	62831	5	10
1785	3429	8411	5	3	1808	5225	40638	10	4
1790	4223	10037	6	2	1809	6023	47580	19	3
1795	3948	9368	16	4	1810	6729	65782	1	0
1800	4746	23379	13	6					

*In the year 1724 the amount of the dock duties was only £810. 11s. 6d.!*

The docks are vested in the corporation, as trustees; and their accounts are annually examined and settled by seven commissioners appointed for that purpose, not being of the body corporate.

Spacious, however, as these docks are, they are considered as too limited for the increased commerce of the port. From an opinion of Mr. Rennie, the engineer, published in a letter from Mr. Foster to the gentlemen of the West India Association, it appears that, "from the best information he could obtain at various times during three years ending Midsummer, 1808, there had been in the docks 400 sail of vessels, of the average size of from 190 to 200 tons,

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The Docks.

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and also, that there had been 300 sloops and flats at the same period, in the docks and upon the banks of the river; and that to accommodate the above number of vessels in a proper manner, at least double the dock space that is now used will be required, without looking to any further increase of trade." It is therefore proposed to fill up the Old-dock entirely, and to appropriate the west part of it to the site of a Custom-house, Excise-office, Dock and Police-office, and other commercial purposes, and another part of it for a market-place, and also to provide the following enlarged accommodations for the shipping:—

A new dock, betwixt George's-dock basin and the fort, about 365 yards long, by about 92½ yards wide, may be built in about seven years, and will contain in statute acres .....	A. R. P.
	6 2 16
A new dock south of the Queen's-dock, 430 yards long by 120 yards wide, in three years .....	10 2 26
Addition to George's-dock, 241 yards long by 21½ yards wide, in about two years	1 0 11
Addition to the Queen's-dock, 190 yards long by 107½ yards wide, in about two years .....	4 0 19
	<hr/>
	21 1 32
Deduct the Old-dock, intended to be filled up .....	3 2 4
	<hr/>
Additional dock space, to be given in seven years .....	18 3 28



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The Docks.

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<b>A</b> half-tide basin, at the south end of the Queen's-dock, 120 yards square, in about three years .....	<b>A.</b>	<b>R.</b>	<b>P.</b>	<b>A.</b>	<b>R.</b>	<b>P.</b>
	2	3	36			
<b>Addition to the present King and Queen's-dock basin, in three years .....</b>	<b>1</b>	<b>0</b>	<b>38</b>			
<b>A new outer basin to the new south dock .....</b>	<b>4</b>	<b>2</b>	<b>13</b>			
<b>Additional basin room.....</b>				<b>8</b>	<b>3</b>	<b>7</b>
<b>Total additional docks and basins in seven years.....</b>				<b>27</b>	<b>2</b>	<b>35</b>
<b>Docks and basins already at Liverpool ..</b>				<b>35</b>	<b>1</b>	<b>0</b>
<b>Total of docks and basins when completed</b>				<b>62</b>	<b>3</b>	<b>35</b>

The capital requisite to accomplish this is estimated at £800,000, and an act of parliament has been obtained to carry the design into effect.

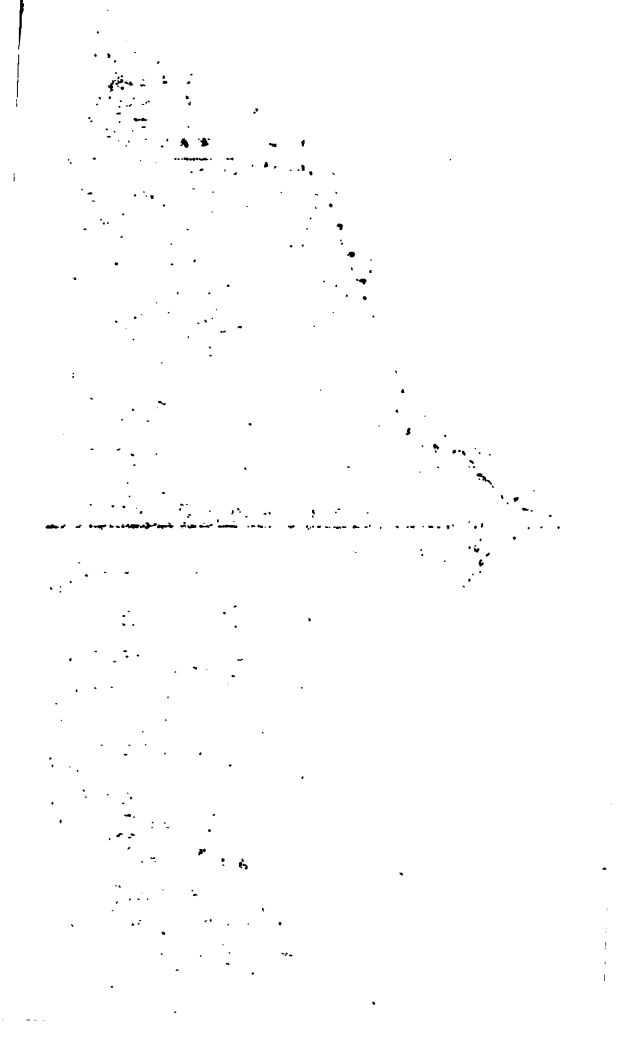
## **PUBLIC BUILDINGS.**

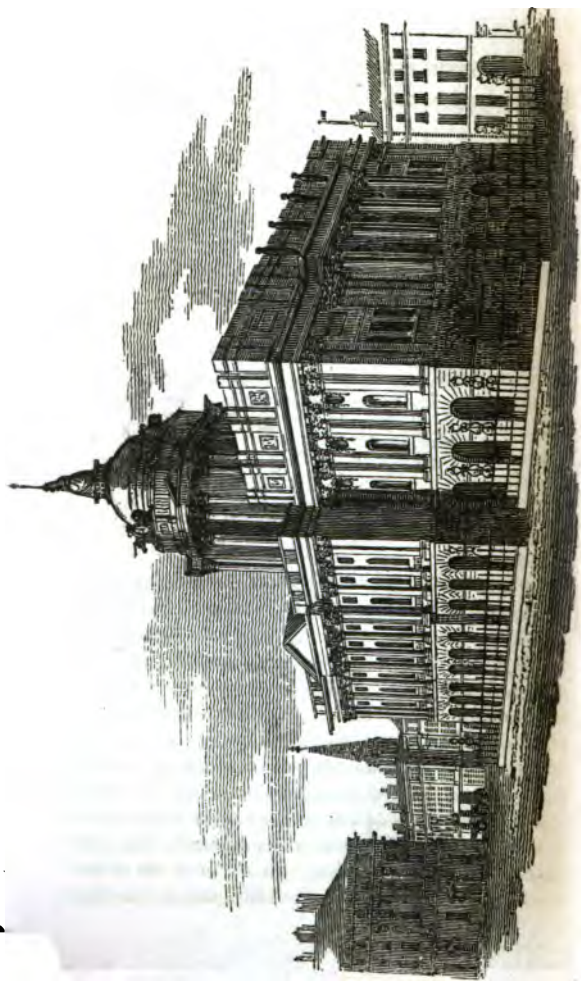
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Now grown at length by long attention great,  
The Arts have chosen here their blest retreat :  
At their approach see Gothic taste retire,  
And true proportion raise the graceful spire ;  
Mould the proud column, swell the spacious dome,  
To Grecia's genius give the strength of Rome.

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**WEALTH**, the natural result and the just reward of commercial enterprise and industry, has not only been employed in Liverpool for the enlargement of the town, and the construction of those offices which are absolutely necessary for mercantile purposes, but, with a spirit equally creditable to the taste and honest pride of its possessors, has likewise been used to patronise genius, to unite the ornamental with the useful, to furnish conveniences for the purposes of religion and charity, business and pleasure, and at the same time to give an air of respectability and splendour to the town, in the number, style, and adjustment of its public edifices.





### THE TOWN-HALL.

This elegant and costly building stands at the north end of Castle-street, in a convenient and elevated situation. The first stone was laid on the fourteenth of September, 1749, and the whole was executed after the designs of the late Mr. Wood, of Bath. It has a rustic and proportioned basement, whereon arises an elegant range of Corinthian columns and pilasters, between which are large handsome windows, with circular pediments, supported by small Corinthian pilasters. The capitals of the columns are divided by tablets of bas-relief, containing various emblems of commerce. The columns support a handsome pediment terminated by three vases; on which is a piece of well-executed sculpture, the allusion of which may be nearly as follows:—On the left angle of the pediment the Genius of Commerce appears represented in the figure contiguous to the bale, casks, &c.; his right arm is round the neck of the Liver, (the emblem of Liverpool,) which he seems to embrace. The Genius of Liberty seems designed by another small figure holding the cap on a rod in one hand, the other being supported by the Fasces,—perhaps indicating, that while liberty is encouraged and valued, punishment is, notwithstanding, ready for the licentious. On the right hand is Neptune, with his trident in his right arm, and his left resting on an aqueous urn, supposed to be the type of the river Mersey, of which he is made the god and protector. The principal figure is

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The Town-hall.

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contiguous to Neptune; its emblems are a full cornucopia resting on a shield, bearing the figure of a Liver beneath the right arm, the hand holding a flaming sword: it appears to represent the Genius of Liverpool, ready to defend her plenitude and commerce. The extended left arm of this figure is intended to direct the attention of Neptune to the Genius of Commerce. The whole is well designed, and the execution bold and masterly.\*

A magnificent portico is now erecting in front, which will add considerably to the splendour of its appearance.

The original north part of the building has been taken down, and a considerable addition made in that direction. The east and west fronts remain in their original state, the columns supporting plain pediments. The principal entrance is by three arched doorways; the ground floor was intended for an exchange, but was never used for that purpose; the principal story contained the sessions-room, rotation-office, and assembly-rooms; but the whole of the interior was destroyed by fire in the year 1796. This accident, however, is no longer regretted, since it has led to a number of very considerable improvements. The old dome or cupola, which was thought to enumber the building and to add a gloominess to

\* Other interpretations have been given of this recondite sculptural ornament, so that it is to be wished, for the satisfaction of future antiquarians, and the prevention of any violent controversy on so important a subject, that the artist had deposited an explanatory schedule among the archives of the town for occasional reference.

the light Corinthian architecture which supported it, has been removed; and one more light and elegant has been erected in its place, which adds much to the appearance and beauty of the whole. The plan of the interior, now rebuilt, is more extensive than the former: the basement contains a spacious kitchen with appropriate offices; the ground story, a committee-room, rooms for the magistrates and juries, general sessions-room, rotation-office, town-clerk's, treasurer's, and surveyor's offices, &c. The principal story contains a suit of rooms communicating with each other. A saloon, 30 feet by 26—drawing-room, 33 feet by 26—a ball-room, 90 feet by 42—a second ball-room, 66 feet by 30—a card-room, 33 feet by 26—a tea-room, 33 feet by 22—an eating-room, 50 feet by 30.

The ceiling of the latter is arched and richly paneled, and on the sides it is ornamented with massy pilasters of beautifully variegated artificial marble. The imitation is of the Carniola marble, and is so perfect both in colour, shade, and polish, as not easily to be discerned from the real. The capitals of these pilasters are Corinthian, richly executed in plaster; and between the pilasters are niches, designed for the reception of statues. From the centre is suspended a most superb glass chandelier.

The inside of the grand dome which surmounts this magnificent pile, when viewed from the floor of the stair-case, presents one of the most grand *coups d'œil* which is to be seen in modern architecture, though

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The Town-hall.

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the distance is rather too great to afford a distinct view of the admirable taste and richness with which the pannels in the *soffit* of the dome are ornamented. When viewed, however, from the top of the staircase, the whole of its minute beauties and elegant proportions will be clearly discerned. The inside is illuminated by spacious lateral lights; a peculiarity in which it differs from the pantheon at Rome, the dome at St. Paul's, and most other similar buildings of ancient and modern times. From this circumstance it happens that there is nothing of that gloomy and sombre appearance which often strikes the eye in the cupolas of great buildings. The stucco work is so well arranged and so admirably coloured that to the eye it has all the effect of the finest stone. The entire height from the pavement to the centre of the dome is nearly 120 feet, and the whole is in the purest and simplest style of Grecian architecture. The rooms in this splendid building are now completing with a degree of expedition, and in a style of strength and magnificence which reflects the greatest credit on the exertions of the common-council of the town, and on the different architects and artists employed under their direction.

At the top, on the outside of the dome, is a circular gallery, which, for the sake of the interesting panoramic prospect it affords, will well repay the stranger for the labour of the ascent.

The town is from hence seen disposed in a circular form, and, with the exception of a small section on



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**The Town-hall.**

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the south, falls completely beneath the eye. The whole of the churches, and other public buildings of any considerable elevation, are also seen to great advantage; with the charming village of Everton, and the collection of buildings on Low-hill and Edge-hill to the east, the Cheshire shore on the west, and the river, running the whole length of the town, to the north, where it loses itself in the Irish sea, which also pleasingly breaks upon the view, and in this direction finely terminates the prospect.

## COMMERCIAL BUILDINGS.

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### *NEW EXCHANGE-BUILDINGS.*

THE first stone of the New Exchange-buildings was laid on the 30th June, 1803. The work has been erected from the designs of John Foster, esq. architect to the corporation; and the masonry was executed in about three years and eight months, by Mr. W. Hetherington and Mr. W. Grindrod, a very short period for a building of such extent and such excellence of workmanship. The stone, which is of very fine quality, has been obtained from the quarries of the earl of Sefton, in Toxteth-park, near Liverpool. It is well known to all the inhabitants that this structure, which now forms one of the principal ornaments of their town, and reflects so much honour on its spirit and liberality, was raised by a subscription of 800 shares, at £100 each share. The sum subscribed was therefore £80,000, but it is probable that the entire expense was not less than £100,000.

The area, or space enclosed by the four fronts, is 197 feet 2 inches from north to south, 178 feet from east to west, and contains 35,066 square feet. It is,

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**Commercial Buildings.**

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therefore, more than twice the area of the London Exchange, which is 144 feet by 117, and contains 16,848 square feet. The Exchange is formed by four inside facades or fronts, three of which adjoin to each other, the architecture of the New Exchange-buildings being designed to harmonize and correspond with the north elevation of the Town-hall, which forms the fourth front, and thus constitutes a uniform quadrangle. On each side of the Town-hall, between it and the newly-erected structure, and on the south-east and south-west corners of the Exchange, are large openings into the area, which are considerably larger than its general proportions require, and which indeed constitute the principal defect of the work, a defect which was, however, irremediable from the nature of the situation.

The facades of the east and west sides, which are uniform, measure 131 feet 2½ inches along the plinth, and 55 feet 9 inches in height from the ground to the top of the balustrade. They are composed of a rustic basement, the same as that of the Town-hall, which supports a Corinthian order of columns and pilasters. The whole is surmounted by a very handsome balustrade, which is solid, over the intercolumniations at the south end.

The inside north front measures from east to west along the plinth 177 feet 8 inches, and in height from the ground to the top of the attic 62 feet 4 inches. It is the same architecture as the two fronts just described, except that in the central part, to an

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**Commercial Buildings.**

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extent of 101 feet 8 inches, it projects a little forward in order to match the opposite front, constituted, as was before observed, by the north side of the Town-hall. This north projecting front, like its counterpart on the opposite side, is decorated by a most magnificent portico, 55 feet 5 inches in width, and consisting of eight noble coupled Corinthian columns, 25 feet in height, with their proper entablature, and surmounted by an elegant attic, adorned with ornamental tablets. These columns are each formed of one entire stone, and are the largest pillars of that description that have ever been raised to such a height from the ground in any part of England. On the entablature are placed four fine Portland stone figures, representing the four Elements, to match the four figures on the opposite side.

Besides the large entrances before mentioned at the south-east and south-west corners, there is another grand entrance from Old Hall-street. This is formed by three open arches in the rustic basement, which lead to a most spacious and elegant vestibule. This vestibule is divided into three avenues by 32 beautiful coupled columns of the Grecian Doric order, surmounted by their proper entablature, and crowned by ornamental groined arches: each of the columns is 12 feet 6 inches high; the centre avenue is about 16 feet wide, and each of the other about 13 feet. The striking effect of the whole vestibule, produced by the elegant simplicity of the architecture, has excited the admiration of every spectator, and is scarcely to

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 Commercial Buildings.
 

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be equalled by any similar building in any part of the kingdom.

The front of this entrance to Old Hall-street is a very fine piece of Doric architecture, consisting of four noble pilasters surmounted by their entablature, and crowned by a magnificent triangular pediment of the same order.

The end fronts of the east and west sides of the building facing to the south exhibit likewise two facades of very fine architecture; and it is much to be lamented that from their situation they cannot be viewed to proper advantage. They are 75 feet in width; and the Corinthian order over the basement consists of six columns, four of them coupled, and two pilasters, with their entablature, and crowned by an attic in the centre, and at the two extremities by a balustrade. The whole is 60 feet in height, from the ground to the top of the attic.

The three inside fronts have each a fine piazza, 15 feet wide, which give a grand and stately appearance to the whole fabric. These piazzas are for the accommodation of the merchants, to protect them from the inclemency of the weather in winter, and from the heat of the sun in summer.

The whole of this building is to accommodate the merchants, brokers, and underwriters, and others of the town who are devoted to mercantile pursuits. In the east wing is a news and coffee-room, 94 feet by 52, which will be subsequently described. Above this is another spacious room, 72 feet by 36, appro-

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 Commercial Buildings.
 

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pritated to the underwriters. The front and west wing contain a number of elegant and commodious counting-houses, and at the back the building is formed into spacious warehouses.

Such are the dimensions, plan, and architecture, of a building which will probably be esteemed one of the finest specimens of Grecian architecture ever erected in this country, and perhaps the most splendid structure ever raised in modern times for purposes purely commercial.

### *THE CUSTOM-HOUSE,*

a plain and, for its size, a convenient structure, situated on the east side of the Old-dock, has nothing to recommend it to public notice but its central situation. As a commercial building it is every way unworthy the character of a town so justly distinguished for the splendour and convenience of its public edifices; but it is intended to erect a new one on a very extensive and commodious plan, under the authority of an act of parliament which empowers the trustees to fill up the Old-dock, and appropriate a part of its site to that purpose. A flight of steps leads through a small arcade into a kind of open vestibule or piazza, from which are the entrances into the different offices below-stairs. Above-stairs is the Long-room, or chief place for transacting the business of the customs, with other convenient offices. The building is of brick, with two wings. The windows and angles are ornamented with stone, with the king's arms in stone in the centre. On the top is a flag-

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**Commercial Buildings.**

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staff, on which colours are occasionally hoisted. Behind is a spacious yard with convenient warehouses.

**POST-OFFICE.**

This office opens for the general delivery of letters every morning at a quarter past eight o'clock ; but the Irish mail frequently arriving too late (especially in the winter) for the first delivery, there is a second delivery at one. Shuts every night at nine for the general despatch of the mails to all parts except Chester, &c.

From April 5th to October 10th the office shuts at five ; and from October 10th to February 10th at three ; and from February 10th to April 5th at four o'clock in the afternoon, to make up the mails for Chester, &c. North Wales, and Ireland.

**THE EXCISE-OFFICE**

is in Hanover-street. Being nothing more than two dwelling-houses converted to this purpose it has nothing in particular.

**TOBACCO-WAREHOUSE.**

This warehouse stands at the south end of the town, facing the King's-dock. It was erected by the corporation, and is rented by government at the sum of £500 per annum. All the tobacco imported here is lodged in this warehouse until the duties are paid, and there examined. Theft and smuggling are by this means prevented.

This building is of brick ; its dimensions are 210 feet by 180, and is capable of holding on the ground tier upwards of four thousand hogsheads of tobacco. The principal front is to the water, the centre door has a rusticated frontispiece, on which is a pediment, with the king's arms well executed. The back front to the eastward has also a centre door with a rusticated arch and small pediment, whereon is placed a liver. The whole is a uniform and neat building, conveniently adapted to the purposes for which it was intended.

### **THE CORN-EXCHANGE**

is situated in Brunswick-street. The foundation-stone was laid on the 24th of April, 1807. This building is the general resort of the corn-merchants, on the plan of the Exchange in Mark-lane, London ; and, considering that Liverpool is the seat of the second corn-market in the kingdom, it is somewhat surprising that an establishment of this kind was not instituted before. It is a handsome structure of plain Grecian architecture, with a stone front to Brunswick-street.

Like the New Exchange-buildings it was erected by subscription, a fund of £10,000 having been raised by shares of £100 each.



## LIBRARIES AND NEWS-ROOMS.

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THE satirical reflection of Goldsmith upon the sordid natives of Holland has sometimes been indiscriminately applied to all persons deeply engaged in mercantile pursuits—

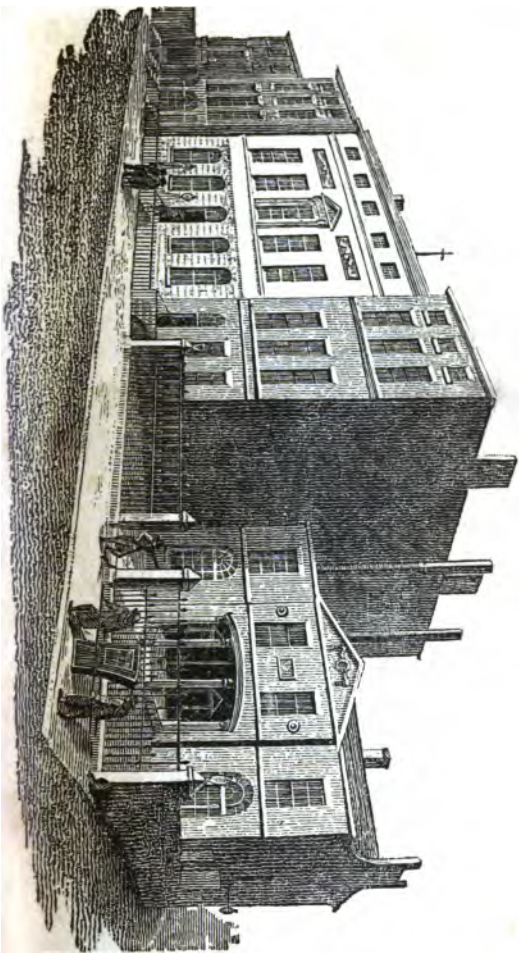
“Dull as their lakes, that slumber in the storm.”

Commerce and literature are not, however, incompatible. Great literary eminence, it is true, requires a mind free from the corrosions and cares of business, an insulated situation, and habits of seclusion; but a general taste for letters may often be found in the most active walks of life. The most busy have yet frequent leisure, and leisure is by some applied to the purpose of mental improvement. The utility of public libraries, and their tendency to encourage this disposition, appears to have been of late generally acknowledged; and the number of these establishments, in some of our most opulent and commercial towns, has considerably increased. In these institutions Liverpool appears to promise much. Those elegant public buildings the news-rooms, which adorn her streets, are not used exclusively for the purpose

of reading newspapers, or as conveniencies for a creditable lounge ; but are also connected with libraries, which, though recently formed, are respectably extensive, and which, from the support they meet with, and the annual amount of subscriptions, must still experience a rapid and continual augmentation.

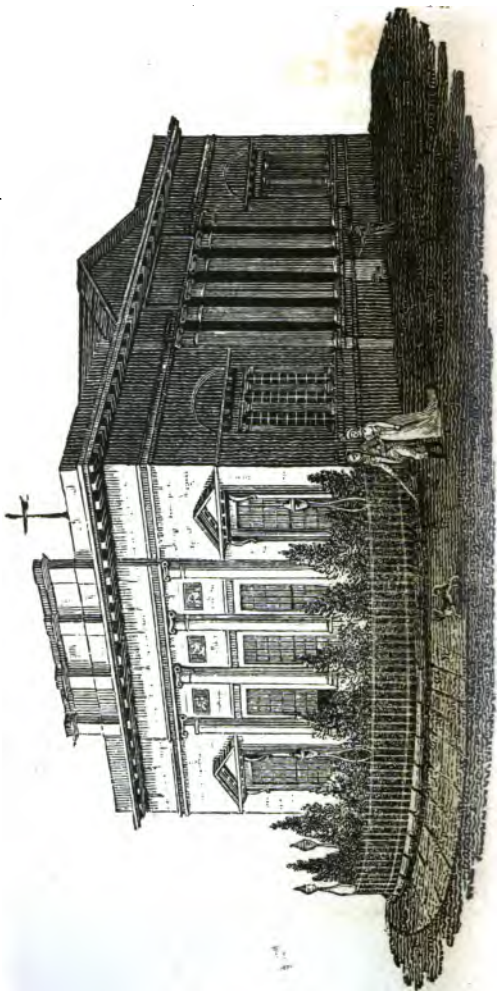
### *THE ATHENÆUM.*

This institution, the first of the kind erected in Liverpool, is situated in Church-street. It is a neat stone building, containing both a library and a news-room. The proprietors are 500 in number, who each pay the sum of two guineas and a half annually, making an annual income of one thousand two hundred and fifty guineas. The expense of the building, which was opened in 1799, was £4000. The news-room, which occupies the ground floor, is a handsome and commodious room extending to 2000 square feet, and is well supplied with London and provincial papers, magazines, reviews, maps, &c. The library room, which has a narrower base, but is of a greater elevation, lies over the news-room, and is furnished with an excellent selection of books, many of which are very rare and valuable. It contains nearly 8000 volumes, valued at upwards of £7000, the whole of which have been collected in the short space of twelve years. The books are not permitted to be taken out of the library, but the subscribers have access to them the whole of the day, and the room is fitted up with proper accommodations for the readers : the subscribers









have the privilege of introducing a friend, provided he is not a resident in the town. Adjoining the library is a committee-room, and apartments for the accommodation of the librarian. The whole has a very respectable and pleasing appearance, and, from the books being more carefully used than if permitted to circulate, and a certain part of the annual income being appropriated to the increase of the library, this institution bids fair to stand a lasting monument of the taste and liberality of the inhabitants of Liverpool. The classical appellation with which it is dignified is taken from the ancient Athenæa, places where the professors of the liberal arts held their assemblies, the philosophers declaimed, and the poets rehearsed their performances. They were numerous at Athens, and were built in the manner of amphitheatres.

### THE LYCÆUM.

This handsome structure stands at the bottom of Bold street, in an exposed and pleasant situation. It was erected by public subscription, at an expense of upwards of £11,000, from the designs of Mr. Harrison of Chester. The style and execution do credit both to the architect and the builder, Mr. Slater of Liverpool. It contains a very spacious coffee-room, 68 feet long, and 48 feet wide; with a coved ceiling, 31 feet high from the floor. It is furnished with a large collection of London, provincial, and foreign newspapers; with numerous magazines, reviews, maps, &c. The proprietors are 800 in number, whose

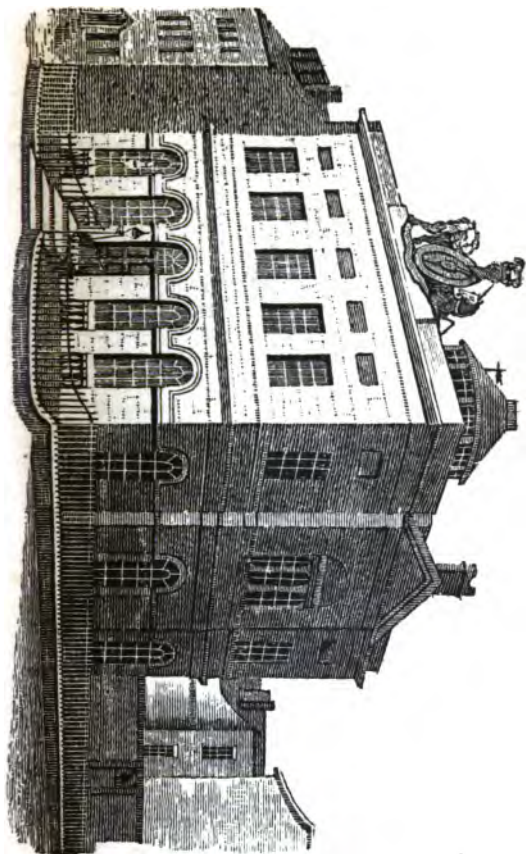
annual subscription is one guinea each. The library is an elegant circular room, adorned with busts and excellent books. The room is 135 feet in circumference, lighted from the top by a dome light. Adjoining are appropriate reading and committee rooms. The number of volumes in this library is upwards of 10,000, in various branches of literature. The number of proprietors in the library is 893, whose annual subscription is 10s. 6d. each, amongst whom the books circulate. The direction is vested in a president, vice-president, and a committee of 24 proprietors; and also in a superintending committee, consisting of the president, vice-president, and four proprietors.

The name of this building is taken from the Lyceum at Athens, which was a celebrated school or academy where Aristotle explained his philosophy. The place was composed of porticos, and trees planted in the quincunx form, and took its name from having been a temple of Apollo Lycæus.

### THE UNION NEWS-ROOM

is situated about the middle of the east side of Fleet-street. It is a plain commodious stone building, erected from the designs of Mr. Foster, architect, and consists of a coffee-room, 46 feet wide by 45 deep, including the two recesses, which are 17 feet square, and 18 feet from the floor to the ceiling; at the front of each recess are two large columns and pilasters, with the entablature of the Ionic order. These columns have a striking appearance from the front







entrance. It is furnished with all the London and provincial papers of note, also with lists, magazines, reviews, and other periodical publications, and a good collection of maps and charts. The number of proprietors is 253, the annual subscription of each £2. 2s.

The room above is of the same dimensions as the coffee-room, and was appropriated to the purpose of a circulating library; with a committee-room and other offices adjoining. The use of the library, which was but small, was confined to the proprietors. But it seems now to be wholly abandoned, and the room has been appropriated to the exhibition of the Liverpool academy. This room is lighted by a dome 16 feet in diameter.

The name was taken from its being instituted on the first of January, 1800, the day on which the union of the two kingdoms of England and Ireland took place. A good painting, by Fuseli, emblematical of this event, is placed in a segment arch over the entrance into the bar.

On the top of the building to the front is placed the union arms, well executed in stone by Lege. In the basement story are suitable apartments for the use of the master of the room. The whole was built by public subscription at an expense of between five and six thousand pounds.

### **NEW EXCHANGE NEWS-ROOM.**

The Exchange News-room, with its appendages occupies nearly the whole lower story of the east wing

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**News-rooms.**

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of the New Exchange-buildings. The architecture is of the Ionic order, and a style of elegant simplicity has been carefully studied, and completely attained. The extreme length from north to south is 94 feet 3 inches. The width from east to west 51 feet 9 inches. The greatest height from the centre of the ceiling, between the two colonnades, is 31 feet 4 inches. The ceiling is supported by 16 Ionic columns, the shaft of each of which is composed of one entire and beautiful stone, a singularity not easy to be paralleled in this species of architecture. A magnificent colonnade is thus formed in the middle of the room, which has a most striking effect when viewed from the fire-places either at the north or south end. Between these rows of columns the ceiling is elevated several feet above the heights of the adjacent sides, (as appears from the dimensions given above) and forms a coved ceiling, neatly ornamented in pannels. Each of the columns, including its capital, measures 20 feet 9 inches from the floor to the bottom of the architrave. The walls are ornamented with 16 pilasters to correspond to the colonnades. There are six large arched windows on the east side, five similar windows with a door on the west, and two smaller windows at the south end.

There are three large fire places and a stove. The chimney pieces are constructed of British black marble, taken from the quarries near Kendal. Over the chimney pieces are tables of basso relievo, containing allegorical figures, chiefly on commercial subjects.

### ***THE UNDERWRITERS' ROOM.***

This is a small room immediately over the last: it is 72 feet long and 36 wide. The ceiling, which is a coved one, is finished in a very neat manner, and it has a handsome chimney-piece of black marble. Six large windows look into the area of the buildings, and over four of these is an oval aperture with an emblematical figure in stained glass: two other windows are also opened in the south end.

The room is fitted up with boxes for the accommodation of the persons transacting business there. It is supplied with newspapers, lists, intelligence, &c. and is conducted upon the principle of that at Lloyd's, in London.

### ***THE COMMERCIAL NEWS-ROOM***

is situated in Statham's-buildings, Lord-street. Instituted 1803. Subscription one guinea annually. Like the preceding it is provided with London and provincial newspapers, magazines, reviews, and other periodical publications.

### ***THE ECLECTIC NEWS-ROOM***

was instituted July 1, 1807. The room appropriated to the purpose is retired and free from noise, situated in Bank-buildings, Pool-lane, in a central and convenient situation.

## PLACES OF WORSHIP.

THE public structures devoted to religion in the town of Liverpool are numerous, and their size, and the high style of elegance in which many of them are finished, render them superior to most in the kingdom. They are amongst the first objects that deserve the attention of the stranger.

### *ST. NICHOLASS, or THE OLD CHURCH,*

was formerly the only place of worship in the town, and a chapel of ease under Walton till the year 1693, when the town was made a distinct parish. Its situation is at the northern extremity of the town, on the banks of the river. In the church-yard there was formerly a statue of St. Nicholas, who, in the popular calendar, is made the tutelary deity of the mariner, to whom the sailors presented an offering on their going to sea to obtain from the saint a prosperous voyage and a safe return. The body of the church is modern, but the lower part of the tower might formerly have been pointed out as the vestige of a building certainly of the greatest antiquity in town. The following dreadful accident, which occurred on Sunday



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**Places of Worship.**

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morning the 11th of February, 1810, has occasioned its entire removal:

Whilst the second peal was ringing, and as the congregation were assembling for divine worship, the whole of the spire and the north and east sides of the upper part of the tower suddenly gave way, and the whole was precipitated through the roof, along the centre aisle, burying beneath the immense ruins the greater part of those who had unhappily entered the church. Providentially this number, owing to the accident taking place near ten minutes previously to the usual time of opening the service, was comparatively small, but awfully large in the contemplation of humanity. Not more perhaps than from fifteen to twenty grown persons were in the church at the time, and of these the greater part escaped; but the children of the Moorfields Charity School, who are regularly marched in procession from the school to the church somewhat earlier than the time of service, had partly entered. The boys, following last, all escaped; but of the girls, who were either entering the porch or proceeding up the aisle, we lament to state that a great number were instantly overwhelmed, beneath the falling pile. The whole number of bodies taken out of the ruins was twenty-eight. Of these twenty-three were either lifeless or died almost immediately after their removal; five were taken to the infirmary, and one of these afterwards died. The hideous crash of the steeple, and the piercing shriek which immediately issued from those who had escaped

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Places of Worship.

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in the church or were witnesses of the catastrophe in the church-yard, immediately brought a large concourse of people to the spot ; and the most prompt exertions were immediately made for rescuing the unfortunate victims by the immediate removal of the fallen masonry, which continued with unabated attention until the whole of the bodies were extricated, notwithstanding the menacing appearance of the remaining part of the tower and the roof of the church, which every moment threatened a second fall. The scene was throughout the whole of the forenoon deeply affecting: the parents of the children in the school, and a number of others, hurrying from place to place, inquiring the fate of their children or relatives in the utmost agitation, heightened in many cases by a long and awful suspense, and terminating in the extremes of joy or sorrow as they found the objects of their search in safety or among the sufferers.

The roof of the church was broken through in two places. Almost the whole of the pews in the centre of the church were either entirely demolished or much injured: the pulpit and reading-desk sustained but little injury; but the west gallery and the organ were entirely demolished. The spire and upper part of the tower were modern. The new erection was projected in the year 1745, and completed in 1750.

The accident was occasioned by the injudicious manner in which the spire was placed upon the old tower; the arches which supported it, by the action of the winds and the frequent ringing of the bells, hav-

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ing been gradually impaired, until one of the key stones falling out, the whole superincumbent mass of masonry was precipitated in the manner before described.

The inside of the church presents few venerable remains of ancient dignity of which it has not been wholly dispossessed by modern decorations. In 1774 the Old Church was altered by a faculty; the old walls were cased, and the roof and Gothic pillars, with the old blue ceiling, black and white clouds, golden sun, moon, and a number of golden stars of different sizes nailed up to the ceiling and roof, were taken down. It is now well pewed, and lighted by six windows on each side; the galleries, which are supported by short columns, go entirely round the church. There are few antiquities, or monuments, deserving of much regard. The principal of the former is the font, which is of marble, the cover or cap of which is a curious composition in the style of the ancient crosses.

The following is from an ancient manuscript in the possession of Matthew Gregson, esq.:—

“At the dissolution there were four chantries in the chapel of Liverpool; 1. ‘Viz. the chantry of the high altar, of the foundation of Henry duke of Lancaster, to celebrate there for the souls of himself and his ancestors, which is observed accordingly, and the grant is for ever.’ [1344 to 1352.]

“When the commissioners (Hesketh and Ashurst) met at the dissolution of the chantries in 1533, Ralph Howard, incumbent, was of the age of 50, hath yearly

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£5. 19s. 10d. in lands and tenements, besides his living £10.

2. 'The chantry of St. Nicholas within the chapel of Liverpool, of the foundation of John duke of Lancaster to celebrate there for the souls of himself and ancestors, and to make one yearly obijt for his soul, which is observed accordingly, and the grant is 'for ever.' [Established about 1380.]

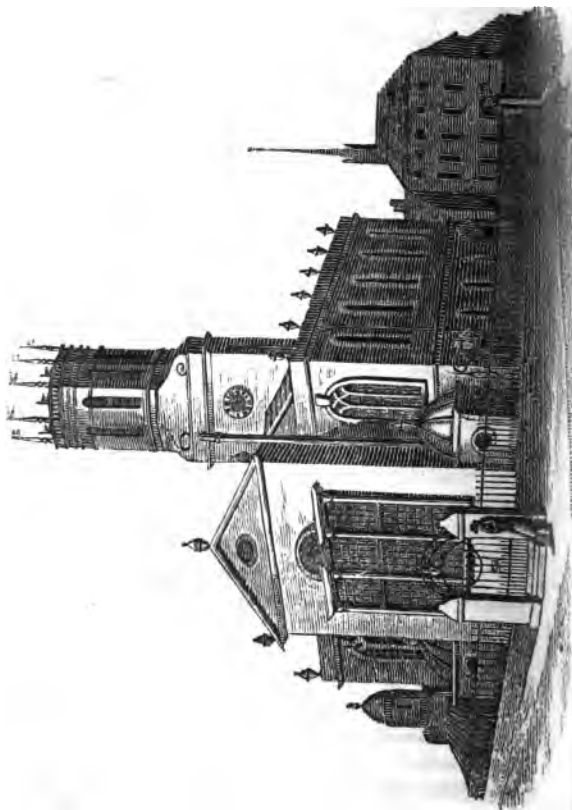
"Richard Frodsham is the incumbent, of the age of 80, and hath for his salary about £5. 14s. 7d., besides his living, £40.

3. "The chantry of the altar of St. John was of the foundation of John of Liverpool, there for the souls of him and his ancestors for ever, which is done accordingly.'

"John Hurd is the present incumbent, aged 50, and hath the clear yearly income of £5. 6s. 3d., and his living besides, £2. The ornaments belonging to the chantry of St. John are valued to 40s. besides viii oz. of plate for the chalice.

'The chantry of the altar of St. Katherine's, in the chapel of Liverpool, of the foundation of John Crosse, to celebrate there for his soul, and to doe one yearly obijt and to distribute 3s. 4d. to poor people, and also to keep a schoole of grammar free for all children bearing the name of Crosse, and poor children,' (which is not observed.) "Humphrey Crosse is the incumbent, and hath for his salary the profits thereof, being £6. 2s. 10d., being 50 years of age, and his living besides, £2. The ornaments belonging to his chapel 3s. besides 12 oz. of plate.





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The king's rent at the same time of the dissolution, 1535, or 1536, was £10. 1s. 4d. exclusive of the tithes. The tithes rent aforementioned, out of which the sum of five pounds, or thereabouts, was reserved for a free-schoolmaster for ever, which sum was until lately paid to Mr. Baines, the free-schoolmaster, formerly of St. Peter's Church; next Mr. Gamon's, reserved to him in the year 1738.

The date of the earliest parish records begins 1681, and at the Register-office at Chester there is a parish register of Liverpool for the year 1624, from which, it appears, that there were then only 21 burials, 4 marriages, and 35 christenings. Formerly mortuaries were here paid, but ceased in 1738.

### ST. PETER'S CHURCH

This church was built by assessment under the act of William III. and consecrated in 1704. The outside is plain and well built. The top of the tower, which has recently been repaired, is octangular, and agreeably proportioned; upon each angle is a pinnacle representing a candlestick, and a gilt vane resembling a flag. The church within is well pewed and lighted. The galleries are supported by four tall oak pedestals on each side, richly carved: upon these are an equal number of slender columns which support the roof. The altar is a most excellent piece of carving in brown oak, representing grapes, flowers, and foliage. In the centre of the pediment, as a crest, is a pelican. All the carvings of this church do great honour to the

artist. At the west end is a large handsome organ, on each side of which is a gallery for the children belonging to the Blue-coat hospital. On the south side of the chancel is a costly monument of marble, erected to the memory of Foster Cunliffe, merchant: and at the east end of the church is another, erected to the memory of William Lawley, esq. of Staffordshire. The steeple contains a ring of eight good-toned bells.

### ST. GEORGE'S CHURCH

is a modern building, which, both in its external and internal construction, bears evident marks of elegance and taste. An act was obtained for building this church in 1715, but it was not consecrated till the year 1734. The body is formed by a Doric range, bearing an attic entablature, with a parapet, ornamented with vases. The windows being designed to give light to the galleries, as well as to the aisles, are disproportionately large. On each side of the church is an elegant terrace, supported by six rustic arches, under which is a convenient recess for the accommodation of the market-people. At each end of this terrace is an octangular building, one of which is an office for the clerk of the market, and the other for the night watch. Beneath the church is a spacious vault, which is the burial-place of many of the principal inhabitants. The fine steeple which lately adorned this church has been taken down, it being deemed unsafe from the sinking of the foundation.



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At this church the mayor, aldermen, and common-council usually attend divine service. The inside displays great elegance. The galleries are supported by slender pedestals, and the roof by handsome Corinthian columns. The pulpit, the altar-piece, the organ-loft, the front of the galleries, &c., are all handsomely finished in fine black Jamaica mahogany. The whole is enriched with carving and gilding in the modern taste. There are no monuments or inscriptions.

### *ST. THOMAS'S CHURCH.*

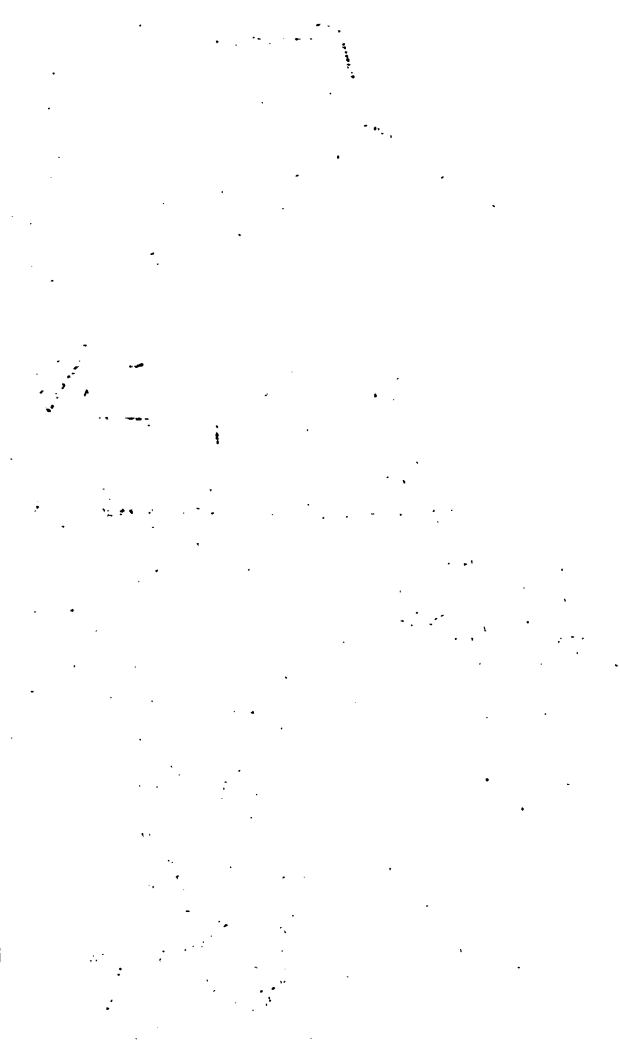
This church, which was consecrated in the year 1750, makes a simple and beautiful appearance. Its steeple and spire are well proportioned and lofty. The square part of the tower is decorated with windows in the Grecian style, with two couplets of Corinthian columns, and an attic balustrade. The body of the church consists of a rustic base, and two rows of windows, between which are Ionic pilasters, and above them a cornice and balustrade, terminated with vases. The east end of the church has an octagonal projection, which forms the chancel. The church within is well lighted, and exhibits that kind of simplicity which is to be preferred to crowded and ill-disposed ornament. The ground floor is well pewed. The galleries are supported by eight pedestals, on which stand as many Corinthian columns: upon these is a light entablature sustaining the roof. The chancel is neatly paneled, and ornamented with fluted and gilt Corinthian pilasters. The organ and its gallery,

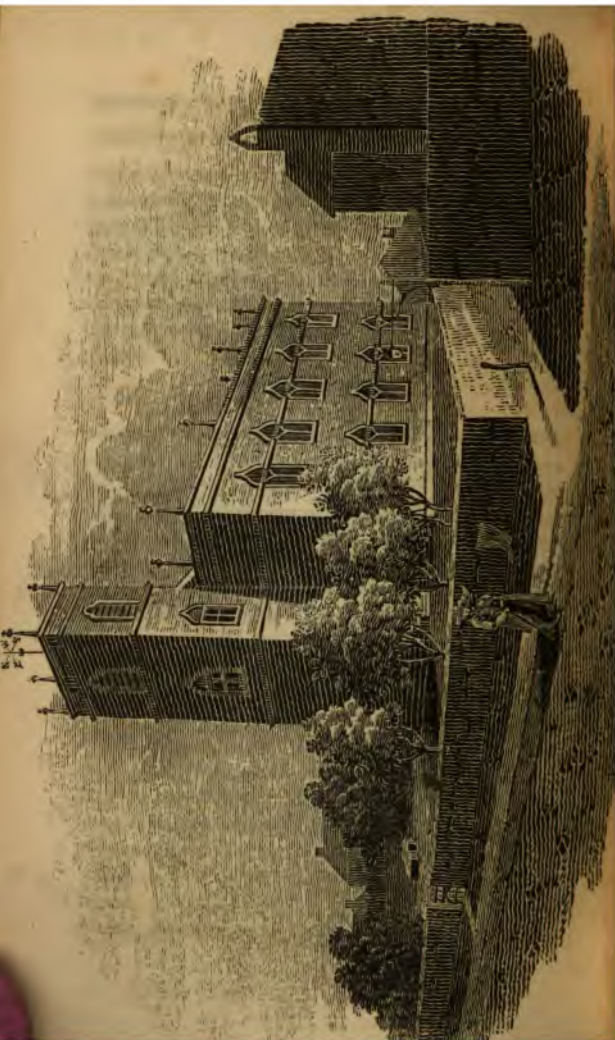
with a handsome clock below, add much to the appearance. The whole is simple and pleasing. On the 15th of March, 1757, there was a heavy gale of wind, which blew down 20 feet of the spire of this church: the stones penetrated through the roof, and did considerable damage. It has since been restored, and the spire is now upwards of 200 feet high from the ground.

### *ST. PAUL'S CHURCH,*

a miniature imitation of the great cathedral of London, was built at the expense of the town, and consecrated in 1769. It has a bold Ionic portico on the west side, the pediment of which, with its large projection, produces an agreeable recess of shadow upon the body of the building, and finely relieves the four columns which support the front. The south and north fronts have each a pediment supported in like manner, but not with so great a projection. To each of these fronts there are handsome flights of steps, which lead to the several entrances into the church, the main body of which is one Ionic order, standing upon a low rustic basement. The stonework is finished at the top with plain vases and a range of balustrades. In the centre, upon an octangular base, rises a dome, on which is placed a lantern, terminated with a large gilt ball and cross.

Within, the dome is supported by eight Ionic columns, which, being lofty, large, and of a dark-gray colour, have a rude and unpleasing appearance. The





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galleries, which are neatly constructed and pewed, and are supported behind these columns, and are privately supported by brackets inserted in the shafts of the columns. The ground floor is divided into open seats for the use of the poor. The altar is in an oval niche, and is neat. The great inconvenience in this church is, that the minister's voice can scarcely be heard by a great part of the congregation. The pulpit is moveable, but no part in which it can be placed can make the voice distinct; in consequence of this it is not well attended. No organ or monuments.

### ST. ANNE'S CHURCH.

This church stands at the north end of St. Anne-street, Richmond. It was built by two private gentlemen, about the year 1770. It is a small neat structure of brick and stone, chiefly in the Gothic style. The main entrance is at the south, from St. Anne-street, and presents a sort of facade, or screen, in which is a door placed on each side the window of the altar; over which are three windows; the whole is terminated by a plain pediment. At the north end is a plain brick tower, on each angle of which is a small pinnacle. The body of the church has two ranges of windows, all of which finish with pointed arches. The inside is well pewed in two aisles; the galleries are supported on each side by slender cast iron columns. The altar ornaments are neat, and the window is of painted glass, richly executed. This church is remarkable for being placed in a north and south direction.

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**ST. JOHN'S CHURCH**

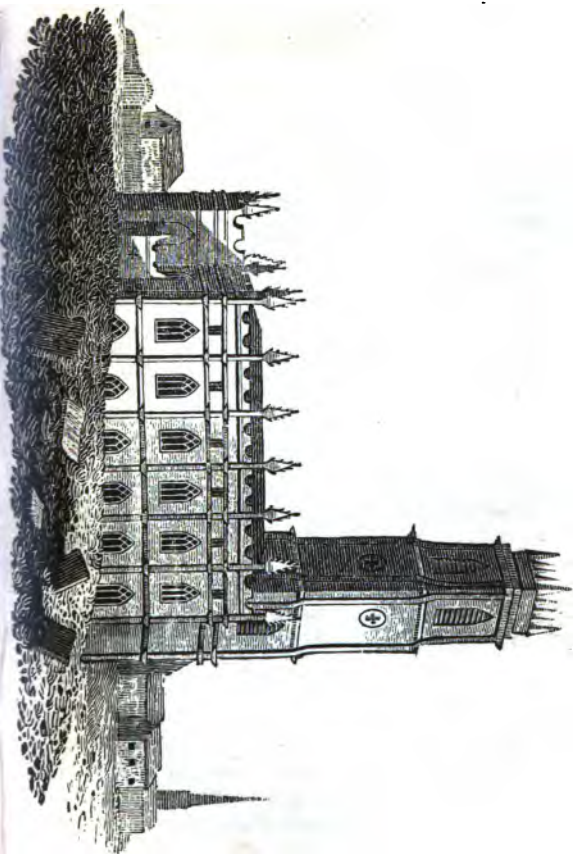
was built in the year 1784. The tower is square, and is ornamented at the top with pyramids. The north and south fronts of the church have each five windows in the basement, and five in the attic; between each of these windows rises a sort of pilaster supporting a pedestal, on each of which is placed a pinnacle. Between these, over each window, rising on high pedestals are large vases. A square projection at the east end forms the recess of the altar. The inside is plain; the galleries contain enclosed pews, which are reserved for the lower part is for public accommodation. The church-yard is a public burial-ground.

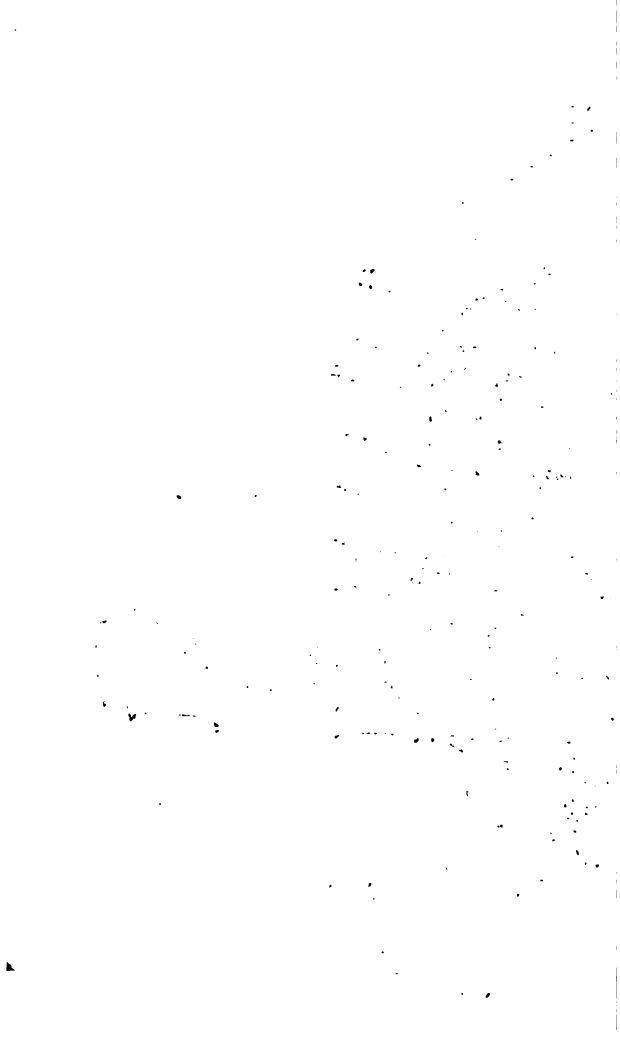
**ST. JAMES'S CHURCH,**

situated at the east end of the town, adjoining the cemetery, was built by private proprietors in 1784. It is a plain brick building with a square tower, and few decorations within or without. It is a neat and commodious place of worship, and is in the parish of Walton.

**TRINITY CHURCH**

stands on the east side of St. Anne-street, Richmond, and was consecrated in 1792. It is a stone building, with a tower to the west, with vases at each angle; the north and south fronts have each two ranges of five windows, with circular heads; on the top is an attic demi-balustrade. The inside is pleasingly designed and well finished. At the west end is an organ







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The whole of the inside is neatly painted, and the pews lined.

### *ST. CATHERINES.*

This was originally a dissenting chapel, but in 1792 was repaired and appropriated to the established church. It is situated at the bottom of Temple-court. The building is a regular octagon; the principal entrance is by a rusticated arcade of three arches, upon which rises a small attio front, terminated by a pediment supported by four Doric pilasters. It has an organ, and a gallery which forms a regular arcade round the church.

### *ST. STEPHENS,*

in Byrom-street, originally likewise a dissenting chapel, has been well repaired, pewed, and rendered very commodious. It has a handsome organ.

### *ST. MATTHEW'S,*

in Key-street, like the former, was originally a dissenting chapel. Not extensive, but commodiously fitted up.

### *CHRIST CHURCH,*

an elegant and costly edifice, situated in Hunter-street. It is built of brick, ornamented with stone. Has no tower, but a light and well-constructed dome, or cupola, rises from its north end, and is seen to advantage from many parts of the town. The yard is

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contracted, and has but few tombs, the principal cemetery being a vault running under the body of the church, the entrance of which is discovered at the north end. The inside is remarkably handsome and well finished. The body of the church is pewed throughout, and the pews lined and painted. The pulpit and reading-desk are of mahogany, and judiciously disposed. The altar combines elegance with neatness : at the back it is wainscotted with mahogany, divided into compartments; the central one having a dove, carved in wood, and gilt, surrounded with rays of glory; the others contain appropriate quotations from the holy scriptures; the whole is lighted from a large Venetian window. A marble tablet on the right bears an inscription which informs us that, in the year 1797 this church was erected at the sole expense of Mr. John Houghton, and endowed by him with £105. per annum, as a salary for a minister for ever, from the rents of 24 pews: with a further provision for an organist, a clerk, and sexton, from the rents of other pews, and that 400 free sittings are appointed for the sole use of the poor, in the upper-gallery. The church is galleried on three sides with an upper and lower gallery, and an organ-gallery at the south end. A singular but pleasing, appearance is thus given to the whole; but the effect would have been better if the building had been somewhat more lofty, the upper-gallery approaching very near the ceiling. The timber which supports the upper gallery is also disagreeably exposed, and detracts much from the view of the

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interior when taken from the altar, as in that part there is an indication of something naked and unfinished. Each gallery in front is supported by neat and slender iron columns. The organ has the singularity of being double, a part being disposed on each side of the organ-gallery, and each appearing a distinct and complete instrument: by this disposition the light is admitted from a large south window behind the organ. The organist is placed in the centre with his face to the congregation, without being seen. This organ, the only one of the kind in the Kingdom, was designed and constructed by the late Mr. Collins, an artist of the town. The entrance into the galleries is by four stair-cases of stone, judiciously disposed so as to prevent confusion: the entrances of the upper gallery being from the outside, and those of the lower from the inside of the church. Through a door of the upper gallery there is a passage into the cupola, in which is a room with four lofty windows, commanding a prospect of the town. The view is, however, more complete if an ascent be made by a ladder to the circular gallery, which surrounds the cupola nearly at the top. The ascent is commodious, and without danger. This station commands a more perfect view of Liverpool than can elsewhere be obtained, except from the top of the Town-hall, and is, in consequence, worthy the notice of the stranger. The expense of this erection is said to have been £15,000. It was opened in 1798, but not consecrated till 1800.

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**ST. MARK'S,**

situated at the upper end of Duke-street, is a plain neat building of brick, remarkably commodious and well-disposed within, and finished throughout in an elegant and pleasing style. It ranks among the first erections for divine worship in town. It was erected by subscription,

**ALL SAINTS,**

situated in Grenville-street, at the north end of the town, near Scotland-road, has not been consecrated, but the worship is performed according to the forms of the church of England. The building is of brick, commodious and neat within; but the outside is irregular and unpleasing in its appearance, owing to an odd and tasteless disposition of the windows, and the incumbrance of adjoining houses. This was formerly a tennis court, and the alteration is not so complete as entirely to obliterate its former appearance.

**PRESBYTERIAN CHAPELS.**

These are two in number, of which the oldest is in **BENN'S-GARDEN**. It has a genteel congregation, but as a public building has no claim upon particular attention. The congregation have recently erected a handsome new Chapel in Renshaw-street, the front is of stone, the windows have circular heads, and it is surmounted by a very bold and handsome pediment: when this structure is finished the old one will, in all probability, be wholly abandoned as a place of worship. The second is

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**PARADISE-STREET CHAPEL.**—The form of this structure is octagonal, open at one of the sides, in which is the principal entrance. Each side of the octagon exhibits two windows, an attic balustrade runs round the whole, ornamented with vases at each angle, and in the centre is a large octagonal lantern, with small vases at the angles. A handsome iron gate and railing enclose a small area, which gives an additional ornament to the building. The inside is well lighted and in every respect commodious. The seats are lined and ornamented; the pulpit, supported by six columns, makes a very pleasing appearance; the gallery is well constructed; and in the front is richly inlaid and veneered with beautiful woods. It has a handsome well-toned organ, and the whole is well planned, and finished with a degree of taste and elegance seldom to be met with in structures of this kind.

### METHODIST CHAPELS.

The first in point of size is **BRUNSWICK CHAPEL**, near Daulby-street, London-road. It is a new and handsome structure, with a stone front, and portico in the Ionic style of architecture. The inside is laid out in the manner of an amphitheatre, without any gallery, excepting a small projection on the west side, which is exclusively appropriated to the use of the singers and the children of the school attached to the chapel.

The second is in **PITT-STREET**, a populous but confined situation. It is of large dimensions, and

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elegantly constructed. The gallery is extended on all sides, and is pleasingly disposed in an oval form. Under the south-east gallery is a neat communion-table, and in front of this a light and tasty pulpit supported by fluted pillars: to which is also attached a reading-desk, but for what purpose is not obvious, as the service is performed extempore. Part of the ground floor is pewed, and the rest is covered with seats for the accommodation of the poor. Connected with the chapel are two large vestries, in one of which is a circulating library.

**LEEDS-STREET CHAPEL**; a large, plain, and commodious building, with a burial-ground attached.

**MOUNT-PLEASANT CHAPEL**, in the street of that name, is less than the former—plain and respectable.

The **WELSH METHODISTS**, who are chiefly of the Calvinistic persuasion, have also a Chapel at the south end of the town.

The methodist chapel in **MURRAY-STREET**, Williamson-square, belongs to the New Connexion of Methodists. It is a neat, but small, place of worship.

The **INDEPENDENTS** have three chapels: one in **RENSHAW-STREET**; another, bearing the name of **BETHESDA**, in Duncan-street, London-road; a third in **RUSSEL-STREET**, and a new one (now erecting) in **GREAT GEORGE'S-STREET**.

The **BAPTISTS** have four chapels, which are situated in **MATTHEW-STREET**, **BYROM-STREET**, **COMUS-STREET**, and **LAMB-STREET**. The Byrom-street

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and Lime-street chapels are moderately large and commodious, with respectable congregations.

Near the baptist chapel in Matthew-street is the *GLASSITE* or *SANDEMANIAN CHAPEL*.

The *SCOTCH CHURCH* is placed in Oldham-street, Remshaw-street; and is a place of considerable extent, with a very respectable congregation.

A *SCOTCH SECEDING CHAPEL* has lately been erected in Sidney-street.

The *QUAKERS' MEETING-HOUSE* is in Hunter-street, and has all the plainness and simplicity which distinguish the sect to which it belongs.

The *ROMAN CATHOLIC* Chapels are four in number. One in LUMBER-STREET, a second in SEEL-STREET, a third in SIR THOMAS'S BUILDINGS, and a fourth in ST. ANTHONY'S PLACE, Scotland-road. They possess nothing peculiarly worthy of notice. They are spacious, and numerous attended.

The *JEWS SYNAGOGUE* was formerly an obscure room in Frederick-street; but a new and elegant one, more worthy of the opulence of that people, is now erected in Seel-street. The building is of brick, with a handsome stone front. The pediment is supported by four large columns of the Ionic order.

## CHARITABLE ERECTIONS

AND

## INSTITUTIONS.

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See ! tender Pity comes :—at her controul  
Drops the big tear, and melts the stubborn soul.—  
Hence rose yon pile, where sickness finds relief,  
Where lenient care allays the weight of grief ;  
Yon spacious roof, where, hush'd in calm repose,  
The drooping widow half forgets her woes ;  
Yon calm retreat, where, screen'd from every ill,  
The helpless orphan's throbbing heart lies still,  
And finds, delighted, in the peaceful dome,  
A better parent and a happier home.

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### *THE PUBLIC INFIRMARY.*

**THIS** important and useful institution is for the accommodation and relief of the sick and infirm poor. It was at first established, and has been since conducted, upon the most liberal principles ; and the support it has experienced has enabled its conductors to distribute its benefits to an extent peculiarly gratifying to the humane and reflecting mind. Not only all proper objects, without distinction, in the



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town of Liverpool are admitted, but it receives all those whom sickness or misfortune may lead to apply for assistance, from whatever quarter they may come, provided they are recommended by a subscriber, and their cases be such as come within the nature and purposes of the institution itself: but in case of sudden accident the recommendation is dispensed with.

This excellent design was formed about the year 1745, when a subscription was opened by the principal inhabitants of Liverpool, and some neighbouring gentlemen, for erecting a building for the purpose; and a well-situated field was given by the corporation for 999 years. The work was begun the same year, and carried on with much spirit: but, soon after, the national disturbances so much retarded the prosecution of it that the house was not finished till the latter end of 1748. On the 15th of April, 1749, it was opened for the admission of patients.

The edifice itself is brick, ornamented with stone, and is situated on an elevated, open, and healthful spot. The principal building has three stories, consisting of large wards for the reception of the patients, and other necessary apartments. It is connected with two wings, by handsome colonnades: before it is a large area enclosed with an iron gate and railing, and behind is an extensive garden which supplies the patients with esculent and physical plants. On the top of the building a turret is erected, and on the pediment in front there is a clock. The extension in front is 120 yards, and in depth 190 yards.

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Besides the relief afforded to the numerous out-patients, about 1500 persons are received annually into the house.

**THE SEAMAN'S HOSPITAL**

forms part of the external appearance of the Infirmary, the two wings of which are applied to this purpose. This charity is intended for the maintenance of decayed seamen of the port of Liverpool, and their widows and children. It is supported by the monthly allowance of sixpence, which every seaman sailing from the port is obliged, by act of parliament, to pay out of his wages.

The design of this institution was first formed in the year 1747, and carried into execution five years afterwards, when the commissioners of this hospital agreed with the trustees of the Infirmary for the ground lying on the north side at a yearly rent of £20. for 999 years, and immediately proceeded to build proper houses for the purpose. The expense of the erection was £1500. The connexion of these buildings with the Infirmary adds much to the appearance and respectability of both.

**THE DISPENSARY.**

The building appropriated for this excellent charity is a neat and eligible erection of brick, with a circular portico, situated in Church-street. Its objects are such of the poor as are recommended by the magistrates, clergy, churchwardens, the parish-committee,

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or any of the subscribers. The spirited support that this important institution has met with does great credit to the feelings and character of the inhabitants. There are 400 subscribers, whose annual contributions amount to about £500; besides which, it receives the collections of several societies, and frequent benefactions and legacies.

The utility of this establishment receives a striking illustration from an accurate calculation of the number of persons who have been cured of almost every kind of disorder through the assistance which it has afforded. The gross number thus benefited since the year 1778, the date of its institution, to the year 1809, is 362,541, being, on the average, about 12,000 every year.

This charity is conducted by a president, two auditors, and seven physicians; together with three surgeons, and one apothecary who officiates as secretary. Two physicians attend every day, Sunday excepted; one at nine, and another at eleven; a surgeon likewise attends at ten in the morning. One of these, or the apothecary, regularly visits such sick poor as cannot come to the Dispensary; and one of the surgeons occasionally assists the parish midwives, when requested.

## **SCHOOL OF INDUSTRY FOR THE INDIGENT BLIND.**

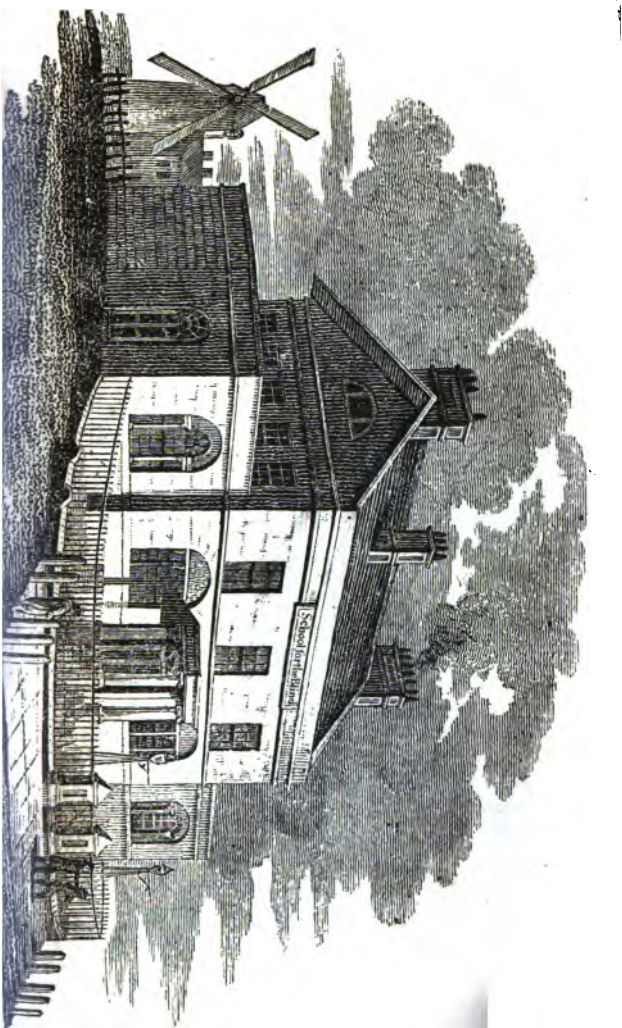
"As there is not any sense or faculty of the bodily real frame which affords so many resources of advantage and entertainment as the power of vision, so there is no loss or privation which can be productive of disadvantages or calamities so multiform, so various, and so bitter, as the want of sight."

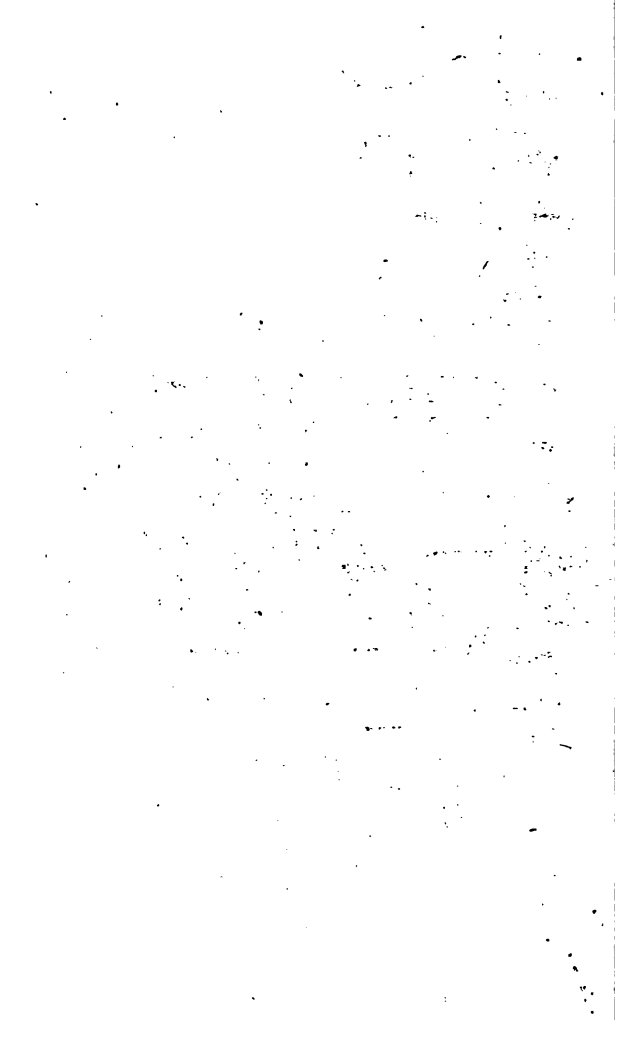
But chief of all,

O loss of sight! of thee I most complain:  
Light, the prime work of God, to me is extinct,  
And all her various objects of delight  
Annull'd, which might in part my grief have eas'd;  
Inferior to the vilest now become  
Of man or worm. The vilest here excel me:  
They creep, yet see; I, dark in light, expos'd  
To daily fraud, contempt, abuse, and wrong;  
Within doors, or without, still as a fool,  
In power of others, never in my own;  
Scarce half I seem to live, dead more than half,  
O dark, dark, dark! amid the blaze of noon,  
Irrecoverably dark! total eclipse,  
Without all hope of day!

**MILTON'S SAMSON.**

Thus dependant for every thing on the good offices of others; exposed to injury from every quarter, which they are neither capacitated to perceive nor qualified to resist, the blind are, during the present state of being, rather to be considered as a kind of





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prisoners at large than citizens of nature. A sedentary life relaxes the frame; the reflection of their dependance and inability depresses the mind and embitters existence; and the native tone of the nervous system being broken, disagreeable impressions and distressing suspicions complete their misery. Where the circumstances of these unhappy objects have afforded the advantage of a literary education they may find some relief from these miseries in the resources of their own minds; but this is the lot of a very few. The poor blind feel all these miseries without alleviation. They are either forced to a life of vagrancy and vice, or obliged to depend for a scanty subsistence upon a grudging parish or needy relatives; and, destitute of employment, they drag out an existence painful to themselves and burthensome to society.

Experience has, however, fully proved that blind persons are capable of learning a number of useful arts, and thus, by obtaining employment, to escape the miseries of vacancy and reflection; and also to become less dependant, by contributing to their own subsistence. On these principles, and for this very benevolent purpose, an institution of this kind, under the appellation of a School for the Indigent Blind, has been established, and carried on in Liverpool, since the year 1791, with remarkable success. The stranger, in his transient visit to this valuable institution, will find his feelings and curiosity equally gratified; and the inhabitant justly regards as one of the proudest honours of the town the place where the greatest

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of human misfortunes is alleviated, and where a class of beings, otherwise wretched, are, by proper culture, rendered happy themselves, and useful members of society.

The external appearance of the building is principally characterized by its neatness and simplicity, so as to prove that in its erection utility was more regarded than ornament.

An extract from the printed address of the committee of this institution will still further explain its nature, design, and success.

“About thirteen years [this address is dated 1804] have now elapsed since an attempt was made to afford relief to those persons who were labouring under the complicated misfortunes of poverty and blindness, by forming an institution where they might be cheered by conversation, and where, by being engaged in different occupations, their minds might be relieved from the fatigue of inactivity. This object was attained without difficulty; but after the experience of a few years, and when the establishment had in a greater degree engaged the public attention, the committee gradually extended their views with respect to the objects under their care, and endeavoured to convert the institution from an *Asylum*, where the present ease and comfort of the blind were principally considered, into a *School*, where they might be instructed in some useful art or trade, by which they might be enabled, altogether or in part, to procure for themselves a comfortable livelihood.



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**Charitable Institutions.**

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—“ Since the opening of the new building, in the spring of 1800, the number of pupils in the school has been above seventy, they are all of them usefully employed, and they exhibit a picture of cheerfulness and comfort which can perhaps scarcely be paralleled by an equal number of individuals, of any description whatever, collected under the same roof. Few persons have for the first time been eye-witnesses of the scene which it presents without shedding tears of sympathy and delight. Nor has their interest in the establishment been diminished by a more intimate acquaintance with it. To behold a number of our fellow-creatures, whose previous situation was so truly deplorable, become at the same time happy and useful, produces a sensation of heartfelt satisfaction, which words are unable to express.

“ A circumstance which, at the same time that it is highly gratifying to the feelings of the committee, proves decidedly the favourable opinion which the public at large entertains of their exertions, is, that three similar institutions have been established on the plan of the one at Liverpool: viz. in the cities of London, Edinburgh, and Bristol.

“ The principal occupations of the pupils at present are spinning; hamper and basket making; the plaiting of sash-line; the weaving of floor-cloth and sacking; the making of sacks and list shoes; the manufacturing of worsted hearth-rugs, and of foot bears, points, and gaskets, from old ropes; and the learning of music. In this last department the attention of

the committee is principally directed to qualify the pupils for organists; and they have so far succeeded as to have already procured appointments of this kind for eight of the young men, who have been educated at the school. The pupils are also instructed in the method of teaching music to others; and in tuning, quilling, and stringing musical instruments: by these means four young men, besides the eight who are organists, are enabled to procure for themselves a comfortable livelihood, and have met with considerable encouragement. Besides the means which are adopted to instruct the pupils in these several employments, a strict attention is paid to their moral conduct, and an express provision is made for their religious education.

“ Hitherto the sole object of the governors has been to provide the pupils with a school, where they might spend a certain number of hours daily, and receive instruction in their several trades. A further extension of the scheme has, however, been some time in contemplation, and every year brings fresh proofs of the importance of carrying it into execution. The pupils are at present lodged in different houses near the school: and although every care is taken to provide them with suitable accommodations, yet it is found, on many accounts, desirable to have them more under the immediate inspection of the governors. A plan has been accordingly formed for erecting additional buildings connected with the present school, in which those pupils whose friends do

not reside in Liverpool may be lodged. The reasons for adopting this measure will, upon reflection, be sufficiently obvious; and it will be also evident that the projected improvement is particularly desirable for the younger part of the scholars, who are in every respect the most eligible objects of the institution.—A piece of ground has been accordingly appropriated for the intended erections; and it now only remains that the public, by their liberality, enable the committee to carry their design into execution.

“The benefits of this charity are not in the least degree restricted to the town of Liverpool:—since its first institution in 1791 the number of persons admitted is 236, of which 65 only have belonged to Liverpool.”

Since the publication of the address, from which we have made the above extract, we are happy to find that such a sum of money has been obtained as to enable the committee to execute their proposed plan.

### *BLUE-COAT HOSPITAL.*

This charity was instituted in 1709, under the name of the Charity-school. A small building, now forming a part of the free-school, was erected by benefactions, where forty boys and ten girls were provided with clothes and learning. In the year 1714 the treasurer, Bryan Blundell, esq. observing that the utility of the design was greatly obstructed by the children residing with their parents, (the charity at that time

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**Charitable Institutions.**

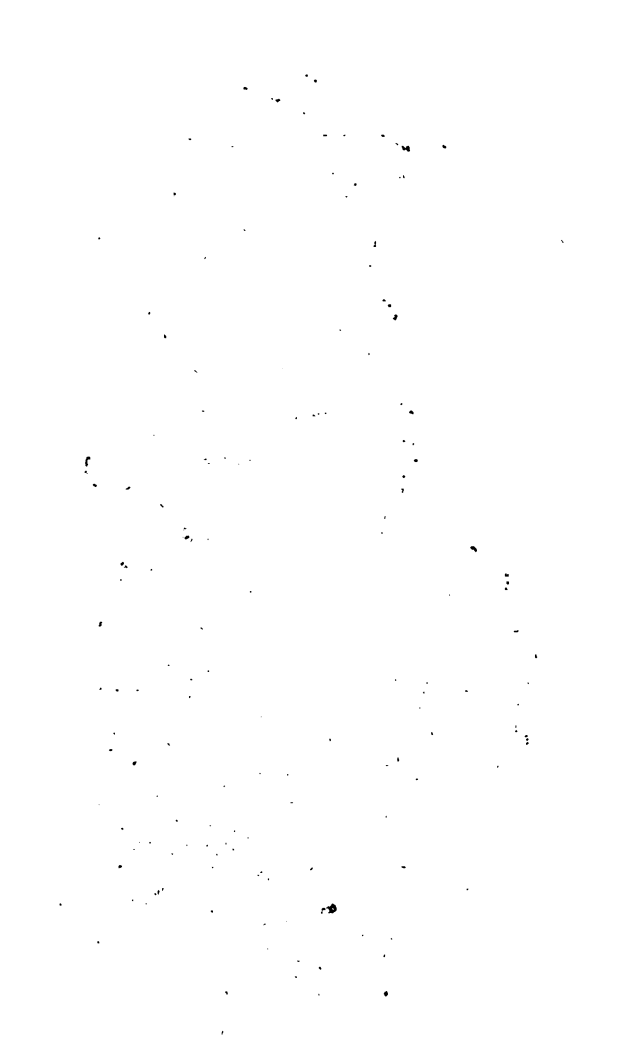
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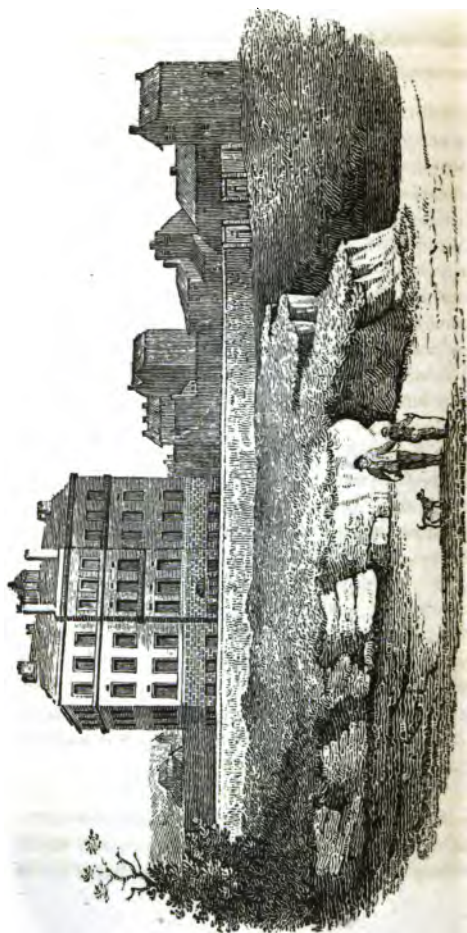
only supplying them with clothes and instruction,) promoted a subscription for erecting a building in which they might live together under a regular discipline, and be furnished with all kinds of necessaries. The scheme being liberally patronised, the whole design was completed in the year 1726. The building is of brick, ornamented with stone, and the apartments numerous and convenient. In the principal body of the building is a good hall and stair-case, leading up to a large room employed as a chapel. Behind the building is a large convenient yard, and before it a spacious area, enclosed with handsome gates and iron rails.

The number of children clothed, lodged, and dieted, by this charity is 280, of which 230 are boys and 50 girls. The boys are taught reading, writing, and arithmetic; and those intended for sea are instructed in navigation. The girls are taught reading, writing, sewing, spinning, knitting, and housewifery. All the children are at school one-half the day, and work the other half; they are admitted into the hospital at the age of eight years, and apprenticed at fourteen. Fifty trustees are appointed to this charity, twelve of whom make a board. The annual expenditure is between two and three thousand pounds.

**HOUSE OF INDUSTRY.**

This is a handsome structure, built in a plain and simple taste, suitable to its use. The principal body of the building consists of four stories. In the front





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is a hall 90 feet long, and 24 wide, containing three ranges of tables, capable of dining 400 persons at one time; and over this are two heights of rooms for spinning and other kinds of work. In the left projecting wing is a handsome room for the committee, and also proper apartments for overseers and other persons to superintend the affairs of the house. Behind, and a little detached from the main body of the building, are two large wings, consisting each of three covered ways, leading to twenty-four apartments, each of which has three rooms, which conveniently hold eight persons. In these apartments the poor live much more detached, and consequently more comfortably, than is usual in buildings of this kind; besides which they have the convenience of a spacious area, which lies open to the west, and prevents any unwholesome stagnation of air. The whole was erected at an expense of about £8000.

**HOUSE OF RECOVERY.**

This erection stands eastward of the House of Industry, in a situation free, airy, unconnected, and in every respect suitable to the end of the institution. The house itself is of stone, respectable in its outward appearance, and very commodious and well-adapted within. It is intended principally to receive persons afflicted with fevers, which often, for want of proper attention, cleanliness, and an open situation, become fatal to the individual, and infectious to the neighbourhood. Here every possible care is taken of the

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patient, and whilst the lenient hand of benevolence is employed in restoring him to health and vigour, the public good is essentially promoted by preventing the spreading of those epidemical disorders to which large towns are peculiarly subject.

***THE ALMS-HOUSES,***

situated near the House of Industry, have a neat and pleasing appearance: they are terminated at each extremity by two wings, with an area in front. The several alms-houses which were formerly placed in different parts of the town have given place to these, which are more extensive and convenient, and have also the benefit of a purer air.

***LADIES CHARITY.***

The object of this institution, which was begun in 1796, is the relief of poor married women in child-bed, at their own houses; who not only receive medical assistance, but the use of bed-linen, food, and every other necessary that their situation requires. In the year 1809, 1216 persons were relieved from this institution, at an expense of £789. 10s. 4d. It is patronised and chiefly supported by ladies of the first respectability, and its affairs are conducted by a committee composed of six ladies and seven gentlemen, with a lady-patroness, president, and vice-president. No public building is connected with this charity; as the present mode of relief is considered superior to that afforded by a hospital. The exten-



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sive scale on which it is conducted, and the liberality with which its benefits are dispensed, places it among the first charities which distinguish the town of Liverpool.

**INSTITUTION FOR RESTORING  
DROWNED PERSONS.**

This humane society was established October, 1775, at the charge of the corporation, who give to those who take up a body, for each person recovered, one guinea ; and in an unsuccessful case, half-a-guinea. By these encouragements a great proportion of those whose bodies have been taken up, within a time which might give the least hope of reanimation, have been restored to life. The more to facilitate this humane design, long poles, with hooks at the ends, are distributed about the docks, for the purpose of dragging for those persons who happen to fall in.

**THE STRANGERS FRIEND SOCIETY,**

a charitable and highly beneficial institution, which extends relief to strangers, and other distressed individuals and families. It originated with the methodists of this town, and is chiefly, though not exclusively, supported by them. The poor members of that religious body are not, however, relieved from this institution, which extends its benefits to persons of all other professions indiscriminately, distress being the only recommendation required. An almost incredible number of persons have, since its institu-

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tion in 1789, been relieved and clothed ; and it has met with a support highly creditable to the benevolence of its friends.

### ***THE WELCH CHARITABLE SOCIETY***

was instituted in March, 1804. Its object is to instruct, clothe, and apprentice, poor children, descended from Welch parents, born in or near Liverpool, who have no parochial settlement within the town. This charity is under the patronage of his royal highness the prince of Wales. Under the direction of this society a new and extensive school has been erected in Russel-street, where the education of upwards of 400 children is conducted upon the Lancasterian plan.

### ***THE ROMAN CATHOLIC CHARITY-SCHOOL,***

situate on Copperas-hill, was built by voluntary subscription. The school is large and well built. The object of the institution is the tuition of children belonging to parents of the Roman catholic church only; but there is another charitable institution of the same kind, in which the children of Irish parents, of all denominations, are gratuitously educated.

### ***FEMALE SCHOOL OF INDUSTRY.***

This excellent institution was begun in September, 1809. The following extracts from the rules will fully explain its nature :—

“ The object of this institution is the promoting

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of the moral and religious education of the female children of the poor, so as to make them useful and industrious members of society.

“ The children shall be instructed in reading, writing, and the common rules of arithmetic, as also in knitting, spinning, and plain work.

“ The dress of the children shall be uniform, and furnished to them by the committee at prime cost.

“ A portion of the earnings of each child shall be appropriated to defray the expenses of the clothing.

“ At the end of three and a half years an election shall take place of six of the most deserving girls, and at the end of four years of six others, who shall be taught all kinds of house-work, so as to be prepared for good services. They shall remain in the house one year, and afterwards a half-yearly election shall take place of the same number; and this distinction shall always be considered as the highest reward of merit.

“ The twelve children so elected shall pay a certain weekly sum, to be determined by the committee, out of their earnings, towards defraying the expenses of their board, lodging, &c.

“ A halfpenny a day out of the earnings of each child in the school shall be subscribed to a general fund, which is to accumulate; the same contribution to be continued out of their wages when they have left school. After fourteen years subscription, each member upon her first marriage shall be entitled to receive two guineas; and upon the birth of each child

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born in wedlock she shall be entitled to receive two guineas. Any subscriber remaining unmarried until she is fifty-five years of age, or being left a widow at that period, shall be allowed two guineas per annum for life.

“ A separate fund shall be formed from the subscription of honorary members, and shall be applied, at the discretion of the committee, to augment the annuities, or to furnish relief to the members of the society in particular cases of distress; provided that it never be reduced below the sum of —.

“ A separate account of the produce of each girl's work shall be kept, and profits shall be placed to her credit. Out of this the expenses of the clothing and the subscription to the fund shall be paid; and the surplus (if any) shall be laid out in providing a stock of clothes and other necessities upon quitting the school and going to service.”

The business of this institution is conducted by a committee of ladies, and an assistant committee of gentlemen. Annual subscriptions and donations to a very considerable amount have already been obtained, and the charity gives the promise of becoming equally permanent and beneficial.

**MAGDALEN ASYLUM.**

An institution under this appellation, for the reclaiming of an unfortunate and miserable class of females, was projected on the day of the national jubilee, 1809, by a few individuals. A public meet-

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ing in the town-hall has since sanctioned this charity, and, in furtherance of the design, a subscription has been entered into. The plan is, however, not yet fully carried into effect, though in a course of accomplishment. The charity will be formed on the model of similar institutions in London, Bristol, Edinburgh, &c.

**COMMITTEE for the RELIEF of DEBTORS  
CONFINED in the BOROUGH GAOL.**

We mentioned in our account of the celebration of the national jubilee in Liverpool, on the 25th October, 1809, that a very liberal subscription was entered into by the inhabitants for the relief and discharge of the debtors in the borough gaol. The investigation which took place during the application of the relief brought to light a number of abuses and frauds in the commitments of seamen; and, after the whole of the debtors had been liberated, a surplus of the fund of about £800 remaining, the committee reported to a meeting of subscribers, held the 29th day of January, 1810, "that, on the examination of the cases of the persons who had been discharged, it had appeared that many improper and unfounded arrests, and particularly of seamen, had been made; and that the surplus fund would probably be beneficially applied in procuring an investigation of the cases of persons of that description, and of others who should hereafter be confined in the borough gaol for debt; and by which means such arrests might be lessened, if not altogether prevented."

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Charitable Institutions.

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It was therefore resolved, "that the surplus of the fund be placed out at interest, in the names of the president, vice-president, and treasurer, of a committee, to be now formed for the purpose; and that the fund be called, 'The Liverpool Subscription Fund of the 50th Anniversary of his Majesty King George the Third, for the Relief of Debtors confined in the Borough Gaol.'"

"That the interest of this fund be applicable, under the directions of the committee, to an inquiry into the cases of persons who are confined in the borough gaol for debt; and in affording, to those who appear to require it, the means of a speedy and effectual trial.

"That the committee consist of twelve persons, any three of whom to be competent to act, with power to supply vacancies."

An advocate and a solicitor to the institution were likewise appointed.

We view this institution with peculiar pleasure; it comes to the aid of the open and unsuspecting seaman, and protects the foreigner against the wiles of unfeeling dishonesty.

*SOCIETY for BETTERING the CONDITION and INCREASING the COMFORTS of the POOR.*

This society was instituted in 1809, and its design may be collected from the following extracts from the rules agreed upon at a general meeting of the subscribers:—

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**Charitable Institutions.**

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“ That the general object of the society be to collect information respecting the circumstances of the poor, and to put in practice the most effectual means of ameliorating their condition. And as it has been found impossible, notwithstanding the large sums bestowed, to relieve all the distress that occurs in this large town, it appears desirable that particular attention should be paid to every reasonable plan of economy, so as to extend the benefits of charitable institutions to as great a number as possible.

“ That the society ever keep in view the principle, that the best relief the poor can receive is that which comes from themselves, and that the most effectual method of improving their condition is by the encouragement of industry and prudence.

“ That the business of the society shall be transacted by a committee of twenty-one members.

“ That the committee be also empowered to offer such rewards for good conduct as the state of the funds will admit, so as to awaken the attention of the poor to what will promote their best interests; that they appoint such officers with salaries as they may think necessary, and apply the funds of the society in such a manner as shall seem to them most conducive to the public good.”

This society is now actively engaged in carrying their design into effect, the town is divided into districts, in each of which a respectable inhabitant personally investigates the state of the poor, and two spacious warehouses with shops for the sale of provi-

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sions, &c. to the poor at a reduced price, and soup kitchens, to be used in case of a general pressure of distress, are erected at the north and south ends of the town.

Beside these charities there are—

• The Society for the Relief of poor distressed Free and Accepted Ancient Masons.—The Moorfields Sunday and Daily Charity School, supported by subscription. In the school 191 boys, 109 girls: total 300.—The Hunter-street Charity School was built by the late Mr. Stephen Waterworth, sugar boiler, in the year 1792, and was supported by subscription till 1803, when Mrs. Frances Waterworth, his sister, died, and endowed it with the sum of £4000. for its future support: 120 boys of any country are instructed in reading, writing, &c.; 140 girls are taught reading, knitting, and sewing.—The St. James's School, St. James's-road, erected by the bounty of the late Moses Benson, esq. in 1802, and supported by subscription, for 150 boys.—The Benn's Garden Day and Sunday Charity School, supported by subscription.—The Manesty-lane Day and Sunday Charity School, supported by subscription. In the day school 70 boys, 49 girls; sunday school 46 scholars.—The Circus-street Day and Sunday Charity School, established in 1803, and supported by subscription. In both schools 326 scholars.—The St. Andrew's Charity School, instituted 1809, and supported by subscription, for the instructing of children of poor Scottish parents. In the school 55 boys, 50 girls.—The



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**Charitable Institutions.**

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**Benevolent Society of St. Patrick**, instituted 17th March, 1807, and supported by subscription, for the instructing, clothing, and apprenticing, of the children of poor Irish parents.

**BIBLE SOCIETY.**

An Auxiliary Bible Society, to co-operate with the British and Foreign Bible Society in London, was instituted here on the 25th of March, 1811. The secretaries of the London society attended the public meeting in the Town-hall summoned on this occasion, and explained the nature and objects of the charity. A number of liberal donations were offered, and an extensive annual subscription entered into. The important object of this society, as its name imports, is the gratuitous distribution of bibles or testaments to the poor inhabitants, the seamen belonging to the port, and to foreigners; and also, by its contributions, to aid the noble design of the parent institution in translating the holy scriptures into all languages which are represented by letters, and to circulate them throughout the earth.

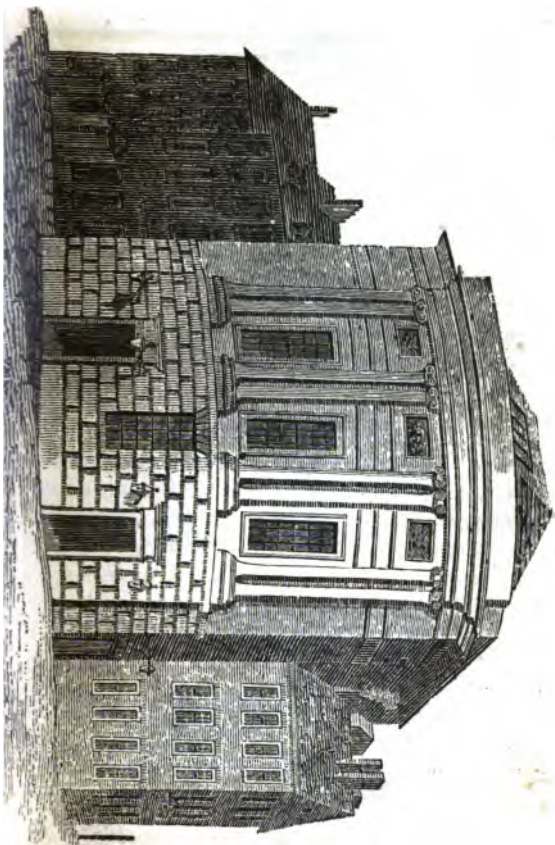
## PLACES OF AMUSEMENT.

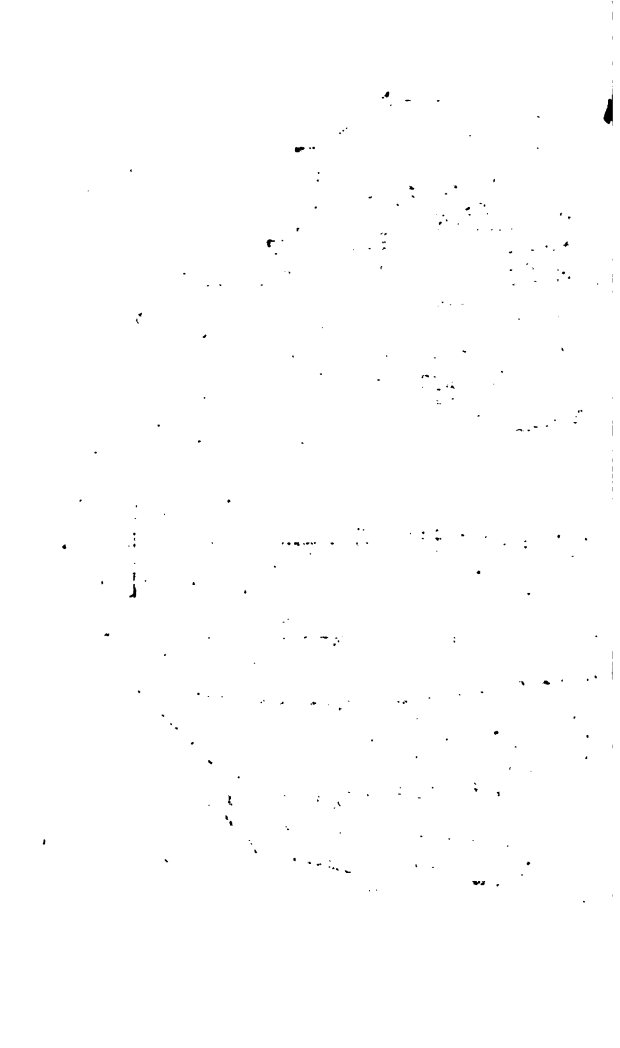
### *THEATRE.*

THE old theatre was situated on the east side of Drury-lane, and is now used as a warehouse. The present house is on the east side of Williams-square: it was finished and opened in the year 1792, at an expense of about £6,000. The inside is commodious, the ornamental architecture and scenery elegant, the stage spacious, and the whole well adapted to convey the voice intelligibly to the hearers. The building is of brick with a semi-circular stone front, ornamented with the king's arms and emblematical figures in bas-relief, well executed in stone. The whole has a good appearance, and is considered as complete a theatre as any out of the metropolis. It opens at the close of the London houses, and shuts at their re-opening. It is supplied with a respectable company of performers.

### *THE CIRCUS*

stands at the bottom of Springfield-street, Christian-street, and is appropriated to the performance of equestrian and other agile exercises, pantomimic exhibitions, &c.





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**Places of Amusement.**

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**ASSEMBLY-ROOMS.**

Since the destruction of the former assembly-rooms by fire these meetings have been held in a handsome and commodious room at the back of the Liverpool Arms hotel. As soon as the new rooms for this purpose in the Town-hall are finished they will be there transferred. The assemblies commence in October, and terminate on the King's birth-day. They are supported by subscription, and strangers are admitted by ticket.

**BILLIARD ROOM.**

This is a neat brick building, constructed in a circular form, and elegantly fitted up. It is situated in Bold-street, near the Lyceum, and was originally used for the exhibition of panoramic paintings.

## **PUBLIC ACCOMMODATIONS.**

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### ***THE PUBLIC BATHS.***

These baths are situated at the end of the North-quay, close to the banks of the Mersey. They have been in reputation for many years, and were formerly private property; but the corporation having purchased the whole for about £4000, large alterations have been made in the original plan.

The entrance to these baths is by a neat facade, or screen, exhibiting five rusticated doors; that on the right wing leads to the Gentlemen's bath, that on the left to the Ladies'. On entering the Gentlemen's bath, you pass a neatly paved avenue, which by a door leads to the river, wherein such as are inclined may conveniently bathe, there being a good flight of steps that go into the water. The private baths, into which you descend by stone steps, are rendered not only secure, but retired and eligible, to such as are disposed to bathe unseen: for which purpose there are six partitioned baths, or closets, with doors which may be fastened on the inside, wherein a person may be concealed from any of the company in the public bath.

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**Public Accommodations.**

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The public bath is a large square reservoir of water, enclosed by high walls, which render it at once private and secure: these walls imitating stone, give a cool neat appearance to the whole. The bather descends by a flight of steps into the bath, the depth of which is marked for six feet, but the water seldom rises above five. Adjoining are three handsome rooms with fire-places, matted, and furnished with chairs, tables, &c., which are intended for dressing-rooms, and are very conveniently adapted for that purpose. The Ladies'-bath, being an exact counterpart to this, needs no description.

Northward of these baths, along the shore, are a number of covered carts, or, as they are generally called, bathing-machines, for the accommodation of the numerous bathers who pay an annual visit to Liverpool, for the double purpose of health and recreation. They are used only when the tide is in, and though much inferior to the former, are far from being despicable conveniences. The promiscuous bathing of the sexes in this part of the river, and the consequent public exposure, will not, however, recommend them to persons of real or affected delicacy.

**WATER-WORKS.**

The water used for culinary and other purposes was formerly brought to the town in carts, and sold to the inhabitants. This was an inconvenience of no small magnitude, as the poor, owing to the expense of procuring water in this manner, could scarcely

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 Public Accommodations.
 

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allow themselves a sufficient quantity for the most necessary purposes. Water is now conveyed to every part of the town by pipes, through which the water is forced by three steam engines: two of these are situated in Berry-street and Copperas-hill, under the direction of the Corporation water-company; and the other in Vauxhall-road, under the direction of the Dootle water-company.

The water-works were established by subscription, in shares of £100. each, and the profits arising from them are produced by an annual levy upon every house, in proportion to its rent.

### *THE BOTANIC GARDEN*

is situated near Edge-hill, and occupies an extensive plot of ground, enclosed by a stone wall, with two lodges at the entrance, and a very spacious and well-constructed conservatory. The reasons which led to its establishment may be gathered from the following extract from an address which preceded its formation.

“ The prevailing taste for botanical studies, and the liberality displayed by the inhabitants of Liverpool in the encouragement of scientific pursuits, afford sufficient reason to conclude that the establishment of a botanical garden in the neighbourhood of the town is at present a desirable and attainable object. To enlarge upon the advantages to be derived from botanical knowledge is not the object of this address. It is presumed that its application to agriculture, gardening, medicine, and other arts essential



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**Public Accommodations.**

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to the comfort and even support of life, is generally acknowledged. The claims which it has to our attention when considered merely as an elegant amusement ought not to be neglected; an amusement calculated to interest the understanding, whilst it promotes the health and vigour of the bodily frame.

“ It is, however, necessary to the progress of this science, that the student should be supplied with actual and living specimens. The imperfections of language to give an adequate idea of any vegetable production must be generally admitted; and the most beautiful and accurate drawings fall infinitely short of that delicacy and minuteness of parts on which its scientific distinctions essentially depend. Even the plants themselves, when collected and attempted to be preserved, are deprived of so many peculiarities incident to their habit and growth that it is only from living plants that we can flatter ourselves with the hope of obtaining those substantial distinctions which are necessary to discriminate these numerous productions, or of extending the science itself.

“ Without public institutions for the purpose of preserving such plants as are imported into the country, and in the acquisition of which so many men of great learning and talents have devoted themselves to long and dangerous voyages and expeditions, there is every reason to believe that considerable numbers will soon be lost to us.

“ The great repositories are at present those of

nursery-men in the vicinity of London ; but when profit is the chief object it is to be feared those plants alone will be propagated which will best repay the attention of the cultivator. Many scientific and opulent individuals in different parts of the kingdom have contributed not only to encourage this study by their wealth, but to extend it by their talents ; yet the taste of an individual may be supposed to attach to some favourite class of productions ; and, at all events a private collection cannot be expected, either in copiousness or permanency, to contend with a public institution, which is calculated to comprehend every known vegetable production, and to preserve them for a continued series of years, which, in many instances is indispensably necessary to their perfection.

This proposed plan has been amply realized, and whilst the Botanic Garden affords a place of elegant recreation it facilitates the study of the science itself, which is thus rendered as easy and attractive as without collections of this kind it is dry and difficult.

A stranger obtains admittance by a note from any of the proprietors.

#### *THE MOUNT, or ST. JAMES'S WALK,*

is situated at the top of Duke-street inclining to the right. The gravelled terrace, which is 400 yards long, and kept in excellent condition, is artificial ground, raised considerably above the level of the street below, and owing to the elevated situation of that part of the town, affords an extensive and interesting

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**Public Accommodations.**

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prospect. Behind the terrace is a shrubbery, with gravelled walks, kept in good preservation. It is a favourite and agreeable resort for people in the middle rank of life, and is open every day, except Sunday. The buildings opposite the entrance are now private dwellings, but formerly were occupied as a tavern. The whole belongs to the corporation, and is supported at its expense, for the accommodation of the public.

## MANUFACTORIES.

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**LIVERPOOL**, though situated in the most extensive manufacturing county in the kingdom, is not itself, properly speaking, a manufacturing town. The vast magnitude of its foreign commerce must necessarily demand the practice of a great number of domestic trades ; some belonging to shipping in general, and others depending on the peculiar nature of the traffic of the port: but it has no kind of manufacture by which it is peculiarly distinguished, or which is carried on so extensively as to raise it above the level of the rest. It has been a matter of inquiry, why the cotton manufacture is not carried on to a greater extent, as the situation is equally convenient for the purchase of the raw material and the exportation of manufactured goods, the internal parts of Lancashire being supplied with most of their cotton from this port, and returning great quantities of goods to be shipped for foreign orders at a great expense of carriage. The reason is obvious: that business is indigenous to the interior of the county. There it rose, and there it has been matured. The habits of the people have been long formed for its sedentary

employment; local circumstances have fixed it there; and Manchester, as it has always been its grand emporium, and must remain so, the greater the distance of any place from thence the greater are the disadvantages under which that trade will be carried on, disadvantages which the saving of the expense of inland carriage would by no means compensate.

To these we may add, the great difficulty which must attend the establishment of concerns of this kind in Liverpool, where the labouring classes meet with ready and sufficient employments of a nature more favourable to their health and independence than those of a cotton factory, where the restrictions of time, and confinement for so many hours of the day, enforced with penalties or dismissal, are equally as repugnant to the spirit of an Englishman as unfavourable to his comforts. There must exist a necessity which the labouring people here do not feel, and far greater encouragement must be held out than that trade is generally capable of affording, before they could be induced to engage either themselves or their children in an employment which imposes customs so foreign their former habits.

Liverpool, however, has numerous houses for the refining of sugar, an extensive pottery, iron-foundries, public breweries, roperies, &c., and the curious stranger will be highly gratified by a visit to the rope mill of Messrs. M'Iver, and Co. in Vauxhall-road. In this elevated and extensive building the whole process is carried on by the agency of steam, for which

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**Manufactories.**

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purpose there is a powerful engine ; the hemp used in the manufacture is taken to the highest story of the building, and after being prepared is spun into yarns, which are received through the machinery into the room next below, where it is formed into a rope of the first size ; in the rooms still lower, in succession, ropes of different dimensions are spun ; and upon the ground floor a cable of the largest dimensions is produced in a very short time.—There is also a similar establishment, but on a different plan and smaller scale upon Brownlow-hill, belonging to Mr. G.'Duncan. There are many slips for building vessels at the south end of the town, from which not only many capital merchant ships have been launched but several ships of war: three of 50 guns, one of 44, and several frigates. There are also a great number of windmills, in or near the town, for grinding corn, colours, dyers wood, &c. The making of files, watch movements, and tools, is likewise carried on to a considerable extent in Liverpool and its environs.

Under this head may be also mentioned *the GRECIAN ROOMS* of Mr. GEORGE BULLOCK, Sculptor and Modeller, Hanover-street, containing an extensive assortment of elegant and fashionable furniture ; as also, statues, figures, tripods, candelabras, antique lamps, sphinxes, griffins, &c., in marble, bronze, and artificial stone. There is also a good collection of ancient and modern busts ; among the latter, those of many of the most distinguished cha-

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**Manufactories.**

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racters of Liverpool and its neighbourhood, modelled by himself.

The **MARBLE-ROOMS** of *Messrs. S. and T. FRANCEYS*, Sculptors, Modellers, and Marble-masons, Brownlow-hill; where a great variety of marble chimney-pieces are exhibited, in the Egyptian, Grecian, Gothic, and modern tastes, and in various species of the most beautiful Italian, Egyptian, and British marbles. Marble tables for halls, sideboards, &c. monuments, plain, or sculptured after elegant designs; various figures in marble, bronze, and artificial stone, to support dials and lamps; statues, busts, &c., of excellent execution.

The **HERCULANEUM POTTERY WARE-HOUSE**, Duke-street, where many elegant specimens, and a great variety of the different articles manufactured at the extensive pottery at the south extremity of the town, are exhibited.

These repositories, exhibiting fine specimens of art, and modern decoration, are highly worthy the attention of the stranger.

## MARKETS.

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**THE** markets of Liverpool afford every thing for the luxury or convenience of life. They are supplied from a great extent. Ireland and Scotland furnish horned cattle, sheep, hogs, bacon, and butter; the Isle of Man, Anglesea, and many parts of North Wales, send a great number of live poultry of all sorts, eggs, and fresh butter. From Cheshire, and especially the hundred of Wirral, large quantities of fruit, butter, and other articles, are regularly brought over in the ferry-boats, which are continually passing and repassing the channel. Potatoes in great quantities, and excellent in quality, are brought from the neighbouring parts of Lancashire. The farms in the vicinity of the town are much devoted to the production of milk, the demand for which, in so populous a place, is almost unlimited. Art, ever envious of nature, has put in her claim in the production of this latter article; and, benevolently careful of the stomachs of the inhabitants, by the ready application of a useful element, has wisely deprived it of its native superabundant richness.



No part of England can, perhaps, show a better green-market. Vegetables are to be met with in great perfection, and very early in the seasons. This-market is also stocked, in the season, with a plenitude and variety of native and foreign fruits.

The **FISH-MARKET** deserves the notice of the stranger. It is an oblong building, 90 feet by 30, covered by a good roof, supported by pillars, and commodiously formed to secure both vendors and purchasers from rain. Proper bulks, stalls lined with lead, pumps, and other conveniences, are erected for exposing fish for sale to the best advantage. This market is plentifully supplied with salmon, cod, herrings, flat-fish, shrimps, prawns, and crabs, oysters, and other shell-fish. Lobsters are scarce, and so are smelts, mackerel, turbot, and fresh-water fish. Turtle may often be purchased on the arrival of West India ships.

## MISCELLANEOUS NOTICES AND REFERENCES.

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### *INNS AND TAVERNS.*

**THESE** are very numerous; the principal are—

The **LIVERPOOL ARMS HOTEL** in Castle-street, kept by Mr. Lillyman. The building is nearly new, and elegantly finished.

The **KING'S ARMS**, Water-street. Extensive premises, and good accommodations.

The **TALBOT HOTEL AND LONDON TAVERN**, adjoining the former. A spacious and convenient house, with requisite accommodations. Frequented by travellers. The London Mail runs to this house.

The **CROWN INN**, Red-cross-street. Coaches to London and Carlisle.

The **GOLDEN LION**, top of Dale-street, formerly the largest inn in town, has extensive accommodations for travellers. Warrington, Manchester, and other stage coaches.

The **ANGEL INN**, Dale-street, also a travellers inn, much frequented. Coaches to Warrington, Manchester, London, and Bath.

The **GEORGE INN**, Dale-street, is nearly new and has good accommodations.

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 Miscellaneous Notices, &c.
 

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**The TRAFALGAR INN, Dale-street.**

**The SARACEN'S HEAD, Dale-street.**

There are numerous travellers, carriers, and coach inns in Dale-street, and other central parts of the town, for which we must refer the reader to the Directory, as also for the different mail and post coaches, where the inns from which they set out, the times and directions, are particularly specified.

**The STAR AND GARTER TAVERN, in Paradise-street.**

**The GLOBE TAVERN, John-street.**

**The YORK HOTEL, Williamson-square.**

The inns and taverns in Liverpool are very numerous, and cannot be all detailed; the stranger will find in all of them of respectable name, a civility and attention which, in houses of this description, are not in all places to be met with. Private lodgings are also numerous, and may be obtained in the best and most genteel neighbourhoods. Information of this kind is often to be met with at the inns and taverns.

### **FERRY-BOATS.**

**The RUNCORN PACKETS** sail every day, from the Parade-slip, for Runcorn. This is a safe and agreeable conveyance.

**The Lady Stanley Packet** sails every day, from the south end of the Parade, to WESTON POINT.

**To ELLESMERE CANAL** two double-decked boats sail daily, about three hours before high water, from the south end of the Parade. A complete CANAL

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 Miscellaneous Notices, &c.
 

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**PACKET** meets these boats at the canal, with passengers from Chester, who proceed to Liverpool on the return of the boats, while the boat's passengers are forwarded to Chester, by the return of the packet.

The **EASTHAM BOAT** sails every day, as the tides permit, from George's-dock basin to Eastham, and there meets the Chester coach, by which the passengers are conveyed to and from Chester.

The **INCH BOAT** sails every day from George's-dock basin, three hours before high water.

To **SEACOMB, WOODSIDE, TRANMERE, ROCKHOUSE, and NEW FERRY**, ferry-boats are constantly passing and repassing with passengers, horses, carriages, cattle, &c. From Tranmere are two coaches, one in the morning and the other in the evening to Chester, and from Woodside the Chester Mail Coach every evening.

The **WIGAN PACKET**, on the Leeds and Liverpool Canal, sails every morning, at eight o'clock, for Wigan, and arrives at five in the evening.

Boats may be taken at any time of the day to any part of the river. The fares depend upon the stipulation made with the boatmen, who are liable to impose on strangers. The agreement should be made before embarking.

### **HACKNEY COACHES.**

These useful accommodations may be had at any time, to any part of the town, at reasonable fares; which being fixed as under, and the whole subjected

to legal regulations, prevent both imposition and inconvenience.

The fare or hire of a coach, carrying no more than four passengers, not exceeding a mile, 1s. Above one mile, and not exceeding one mile and a half, 1s. 6d. and in like proportion for a greater distance. If required to go out of the way to take up or set down any passenger or passengers, before the end of the fare, an additional 6d. for each stoppage; and if the coachman be required before the end of his fare, though it be in the way, to take in any passenger or passengers, the number of whom shall not, without the coachman's consent, exceed *four in all*, with those before taken, and shall be detained above ten minutes in the whole, he shall receive, for such detention, 6d. *above his fare*.

The hire of a coach and two horses by the day, to be used in the town and liberties, shall be 15s.; and by the hour 1s. 6d. for the first, and 1s. 3d. for every subsequent hour. But every coachman shall have it in his option to be paid either by *time or distance*; and when he shall go by distance, and shall stop and be detained a quarter of an hour or upwards, he shall receive for each quarter of an hour he shall be so detained, after the first, 6d. *above his fare*.

*Regulations.*—No coachman shall refuse or delay to go with his coach, or to take the first fare that offers, if not before engaged. Penalty 10s.

All coachmen to be ready at the public stands, or at their respective houses and buildings, which are

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 Miscellaneous Notices, &c.
 

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considered as public stands, with their coaches, and horses ready harnessed, from seven o'clock in the morning till twelve o'clock at night:—if called out after that time, double fare; except on assembly nights, to or from the assembly, when they shall ply for single fare till one in the morning; after that time, double fare. Penalty 10s.

No coachman shall demand more than the allowed rates. Penalty 10s.

No coachman shall drive his carriage upon the footway in any street or high-road. Penalty 10s.

Every person calling or sending for a coach, and not employing it, shall pay the coachman half of the intended fare; and if detained a quarter of an hour, the whole. Penalty 10s.

The principal public stand is in Castle-street.

For several other regulations, less important to a stranger, we must refer to the Directory.

### *HACKNEY CHAIRMEN.*

The rates and fares of hackney chairmen are 6d. for 800 yards, and 1s. for any distance more than that, within the town. The regulations are similar to those of the hackney coachmen, except that the fines are 5s. for every offence.

### *IRISH AND OTHER PACKETS.*

From No. 1, NOVA SCOTIA, facing the Graving-dock, complete and elegant Packets sail regularly, in rotation, between Dublin and Liverpool; have

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 Miscellaneous Notices, &c.
 

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two cabins and two state rooms each, convenience for carriages, and complete stabling for horses.

Extra Packets to any part of Ireland or the Isle of Man may be hired.

From the **NEW DUBLIN PACKET COMPANY'S OFFICE**, No. 2, George's-dock Passage, four elegant Packets, viz. the *Constitution*, *Hero*, *Earl Moira*, and *Duke of Richmond*, sail in rotation.

The **NEWRY PACKET-OFFICE** is on the south side of the Old-dock, where packets may be regularly met with for that port; two of which have conveniences for carriages and horses; the others carry only passengers and their luggage.

The **ISLE OF MAN PACKETS** are seven in number. Agents—*Leece and Drinkwater*, Drury-lane; and *Burrow and Fleetwood*, George's-dock Passage.

### **BANKERS.**

*Messrs. Arthur Heywood, Sons, and Co.* Brunswick-street; *Messrs. Roscoe, Clarke, and Roscoe*, Dale-street; *Messrs. Leyland and Co.* York-street; *Messrs. Moss, Dale, Rogers, and Moss*, Dale-street; and *Mr. Joseph Hadwen, jun.* Church-street. The Banks are open every day, from nine o'clock to three, excepting Friday, when they are closed at one o'clock.

### **NEWSPAPERS.**

Five weekly newspapers are published on the following days—

**MONDAY,**     *Billinge's Liverpool Advertiser.*

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 Miscellaneous Notices, &c.
 

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**WEDNESDAY, *The Liverpool Courier, and Commercial Advertiser.***

**THURSDAY, *Gore's General Advertiser.***

**FRIDAY, *The Liverpool Mercury; or, Commercial, Literary, and Political Herald.***

**SATURDAY, *The Liverpool Saturday's Advertiser.***

### **STAGE COACHES AND WAGGONS.**

These are so numerous, and subject to such variations, that we must refer to the Directory, and to the inns from whence they respectively set out, for particular information.

### **INLAND NAVIGATION.**

Few towns have derived greater advantages from inland navigations than Liverpool: among these the principal are—

The **MERSEY AND IRWELL NAVIGATION** which connects the trade of the two great Lancashire towns Liverpool and Manchester. Sugar, grain, rum, wine, and spirits, with the Italian and the Baltic produce, are sent up;—manufactured goods from thence, and from all parts of Yorkshire, are returned.

The **RIVER WEAVER NAVIGATION** connects the trade of Liverpool with the heart of Cheshire, and we receive its products by that channel, with salt, cheese, and grain; the two former are exported in great quantities. On this canal 365,000 tons of salt are carried yearly, and thence coastways, to our fisheries and to foreign parts. The salt works in Cheshire



are supplied with coal from the navigation in Lancashire, which also falls into the Mersey, called

The **SANKEY NAVIGATION**, by which the flats from the Weaver, when they have delivered their cargoes at Liverpool, return with a cargo of coal to the Wyches. This canal also supplies abundance of coal to Liverpool.

The **DUKE OF BRIDGEWATER'S CANAL** falls into the Mersey, and communicates with the Birmingham, Staffordshire, and Grand Trunk, to London, and all the various branches. The vessels employed take clay and flint to the Potteries, groceries and West India produce to every part of the island, and return laden with the produce and manufactures of almost all the countries on the south of the Humber, Mersey, &c.

The **LEEDS CANAL**, it is expected, will unite Liverpool and Hull, and open a communication to the German ocean, which is indeed now done by the Rochdale Canal. This canal furnishes abundance of coal from Wigan to Liverpool, (140,000 tons annually,) and will carry our imports, in great abundance, all over Yorkshire; but it is not yet joined to the Mersey.

The **ELLESMERE CANAL** has opened a passage from the Dee to the Mersey, and will connect our trade with the Severn and North Wales, through the western part of Cheshire. By this canal we receive lead, iron, and timber, from Wales, and send supplies of every description of import goods.

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### **Perambulatory Survey of the Town.**

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As in a sea-port town the principal objects of curiosity to the stranger are the docks and shipping with their dependencies, we shall first accompany him in his perambulations in that quarter of the town, and in making the tour of the docks point out those objects which deserve attention, and add such remarks as may serve the purpose of general information without subjecting him to the trouble of frequent inquiries.

Setting out from the Town-hall in the direction of Water-street, which leads immediately to George's-dock, at the lower end of the street, the attention is first drawn to an ancient stone building on the right hand. This is the Tower before mentioned, (page 10,) formerly belonging to the Stanley family, and occasionally their residence. Turning to the right through an ancient gothic arch, we proceed to the Old church-yard, the lower part of which is frequented as a promenade, and affords a pleasant view of the river and shipping. To this you descend by a few steps, the line of which once formed the boundary of the Old

church-yard ; the extension westward, as well as the whole space from the yard wall to the Pier-head, being artificial ground gained at different times from the river since the year 1749. At the south end of this walk stands the Merchants Coffee-house, where London and provincial newspapers are taken. It is much frequented, as it commands a view of the river and signal poles upon the opposite hills. Descending a flight of steps, and turning to the left, we proceed along the eastern side of George's-dock (page 56) through an arcade formed by the extensive range of warehouses here erected. The number and extraordinary magnitude of the warehouses, which meet the eye in almost every direction in the vicinity of the docks, is very interesting to a stranger. The elevation by which the number of these indispensable receptacles of merchandise is increased upon a smaller space of ground, their convenient situation upon the quays, and the facility with which goods are craned up to the highest stories, entitle them to peculiar notice. These, in connexion with the docks, so admirably constructed for convenience and the dispatch of business, constitute Liverpool one of the most convenient ports in the world, and have, no doubt, a great share of influence in its commercial prosperity. The warehouses on this spot have the name of the Goree warehouses, and the arcade under which we pass, the Goree piazza. The warehouses which stood upon the site of the present ones were a few years ago destroyed by fire. They were loftier by the height of two stories, and the loss

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*Survey of the Town.*

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sustained on the occasion, the warehouses being stored with goods, was estimated at little short of a million sterling. Winding round the corner of the dock, we come to one of the draw bridges which are thrown over its entrance. The mechanism of these bridges will be found worthy attention ; they are constructed upon the Dutch plan, and are equally to be admired for the ease and facility with which they are drawn up and down, and for their solidity, by which loaded carriages can pass over with equal safety as over an arch of stone. Crossing the first of these bridges, and pursuing a straight direction, we arrive at the south end of a gravelled terrace 280 yards in length, running along the side of the river ; this is called the Parade, and is reserved solely for the purpose of a public walk. This is terminated by the Pier-head, on which is erected a battery of six guns for the defence of the river. Round this fort the terrace is continued ; and is bounded on the north by the gut or entrance into a basin or dry-dock, which again leads to the north entrance of George's-dock.

The objects which this charming promenade presents to the eye, especially at high water, render it peculiarly pleasing and attractive to a person unused to marine scenery. The prospect on the river, especially at the time of high water, presents a moving and ever-varying spectacle, which is rendered more interesting by the projection of the Pier-head, which extends the view to a great distance up and down the river. A number of stately and well-built vessels ride

at anchor in different situations, while others, under sail, move in various directions before the eye of the spectator. Some, laden with the produce of British industry, are seen falling down the river, and committing themselves to the ocean; and others, bearing home the productions of foreign climes, come into port, congratulated by ringing of bells, and the welcome looks of the interested spectators. The picture is filled up and enlivened by numbers of small boats gliding in different directions through the water, scudding before the breeze, or impelled by the measured stroke of the oar.

The mixture of pleasure and surprise with which a stranger views these scenes, so common to the inhabitant, is not to be wondered at. There is not perhaps a more striking object than a large vessel under sail. The stateliness and ease of its movements, and the promptitude with which it answers to the directing skill of the mariner, almost irresistibly force upon the mind the idea of animation, and present one of the strongest instances of the ingenuity and adventurous spirit of man.

On the opposite shore, which is a part of Cheshire, a number of houses are discovered distributed at different distances by the side of the river: these are chiefly ferry houses. Their white colour, contrasted with the green verdure of the fields which surround them, and intermixed with trees of variously shaded foliage, give the whole range of the shore a picturesque and pleasing appearance. The view westward is ter-

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Survey of the Town.

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minated by Bidston hill, on the summit of which the Lighthouse and signal poles are erected. The Lighthouse, at this distance, has something of the appearance of the tower of a country church, and is sometimes mistaken for one; it is an object of curiosity, and the stranger, if inclined to visit it, will, upon his arrival, find himself gratified not only with its construction and appendages, but with a most extensive prospect of the sea and adjoining coast, which its elevation commands. The poles are for the purpose of hoisting signals upon, by which intelligence of the approach of vessels is communicated to the town, long before they enter the river. Some of these poles are for the purpose of public signals, and others for the private and separate purpose of giving information to the owners of vessels of the approach of those which belong to them respectively. These are accurately distinguished, and the various particulars detailed, in a printed description of the Lighthouse and signals, which may easily be obtained.

Lower down, on the opposite side of the river, is the gun-powder magazine, securely and conveniently situated, in which all the powder in homeward bound vessels is deposited, and from whence those which are outward bound receive it upon their departure: no vessel in the docks being suffered to have powder on board under a severe penalty.

The shore northwards is terminated by the Rock point, on the extremity of which is a sea-mark, which in clear weather is distinctly seen. Round this point

the ships pass to and from sea. During war time, a frigate is stationed here for the defence of the river. Several batteries and a fort are likewise erected at different places ; the latter is seen a little lower on this side the river, and will be described in the sequel ; but the best defences of the town are the dangerous shoals at the entrance of the harbour, which shift their position every tide, and cannot be passed without the assistance of pilots, and the direction of buoys and sea-marks. On the south side of the Pier-head is a sloping road to the water called the Parade-slip, where a number of boats which ply for hire are constantly to be met with, and may be engaged to any of the opposite ferries ; or, when wind and tide permit, for sailing up and down the river. The buoys in the river are for the purpose of hauling vessels out of the dock when the wind is contrary, by means of ropes made fast to the iron rings which are fixed on the upper side. The double lamp upon the high pole serves the necessary purpose of directing vessels into the dock by night. Leaving this pleasing situation, instead of retracing the terrace, we take the western side of George's-dock. The quay on this side is spacious, and having no warehouses or other buildings erected upon it, is less busy, and affords an opportunity of more leisurely surveying the shipping, with which the dock is generally crowded. This quay is separated from the Parade, with which it is parallel, by extensive timber yards. Moving onwards, we arrive at the bridge we before crossed ; we may, however, pass to a second, farther

on, upon the same entrance. Two bridges are placed here that the communication may not be interrupted, the act of parliament under which the dock was built enjoining for this purpose that one of them shall always be kept down. The range of buildings on the right has the name of Nova Scotia, where are the several offices for the Dublin packets, over against which they usually lie. Behind these is the Manchester quay where the barges from Manchester load and discharge their cargoes. Onward are two graving-docks on this side of the gut or entrance into the Dry-dock from the river, and one on the other; similar ones will be met with in our progress. The road on the west side being obstructed by this gut, we cross the bridge to the east side of the Old Dry basin, (page 60.)

This is the principal resort of small vessels from the northern coast and Scotland, which are distinguished by lettered boards hanging on their rigging, which specify their respective ports. The quay here is somewhat narrow and crowded, and the buildings, which form a motley group of warehouses, offices, shops, and public-houses, are irregular and unpleasing: but it is to be remembered that we are now where industry and activity acquire property, and not where ease and leisure display it in the luxuries and elegancies of life. Arriving at the south end of this basin, the stranger finds himself in the midst of noise and apparent confusion, surrounded with a vast variety of objects, some perfectly new, and others placed in relations in which



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**Survey of the Town.**

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he has not perhaps before had an opportunity of considering them. On the left hand, the Old-dock running eastward into the town presents the interesting spectacle of a number of ships which, two centuries ago, would have been thought a complete navy, floating in perfect security in the very heart of a large town, mingling their lofty masts in the perspective of houses, churches, and other public buildings, and immediately surrounded with shops, furnished with almost every necessary article of convenience or luxury on sale, victualling and drinking houses, and stores and erections for every mechanical operation connected with the naval department.

In the front, through the opening of a narrow street, the shipping in the Salthouse-dock are discovered; beyond which, extending southward, are those which lie in the King and Queen's docks; which, when connected by a retrospect of George's-dock, present a line of, at least, one mile in extent, uninterruptedly occupied with shipping and their necessary appendages, and affording, upon an accurate calculation, an extent of quay of nearly three miles. On the right of this station is the opening from the river into the Dry-basin, which is also common to the Old-dock and the Salthouse-dock. These entrances into the different docks, and their respective basins, of which there are three, deserve notice. Being narrow, and defended by piers, the swell of the sea is broken, and the velocity of the ships, entering from the river, is timely checked, and the mischief which would otherwise arise

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 Survey of the Town.
 

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from their running foul of each other is prevented, and an artificial harbour is thus formed, within which the vessels lie in perfect security. The operations of the wet-dock gates are also carried on with ease and safety. Turning to the left, we proceed along the north-side of the Old-dock, (page 59,) which occupies the place of a former pool, or natural haven, which flowed eastward, in the same direction as the present dock, and formed the boundary of the town southward; and by taking a northerly direction, limited it again on the east. The shops on this side are numerous, and rather respectable, principally supplying those articles which a sea-faring life peculiarly requires. Passing the lower end of Pool-lane, the crowd of passengers considerably increases, this being a principal thoroughfare from Castle-street and the market to Duke-street, Park-lane, and most of the streets in that quarter of the town. At the east end of the dock stands the Custom-house, in a situation central and convenient; but the increased commerce of the town, since its erection, certainly demands a public building of this kind of greater extent and more worthy of comparison with the other public edifices, which distinguish and adorn the town of Liverpool, (page 78.)

Turning to the right, down the south side of the Old-dock, through the opening of Frederick-street, we catch a view of part of the body of St. Thomas's church, (page 95.) This structure is placed in a most disadvantageous situation, and is of course often passed over with less attention than it deserves. The

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body of the building is, from almost every point of view, nearly obscured by the surrounding houses, which crowd upon it on all sides; and though of modern erection, it has assumed a black and gloomy appearance, from the smoke and filth of the neighbourhood, which gives it the semblance of an ancient and neglected edifice. Its lofty and beautiful spire rises, however, superior to the low and confined situation of the rest of the building, and is seen to great advantage from many of the higher parts of the town and its environs.

This side of the dock, like the other, is lined with public-houses, shops, warehouses, &c.; the quay is broad and convenient; the ships with which this dock is generally occupied are chiefly British, and frequently exhibit, in their magnitude and construction, fine specimens of the perfection of our naval architecture, as well as the extensive commerce of the port to which most of them belong. Meeting with little more than the recurrence of the same objects noticed before, we pass on, and turning to the left, through the street directly opposite the draw-bridge, we arrive at the Salthouse-dock, (page 60.) Several of the neighbouring streets present spectacles of vice and misery in their lowest forms, from which the heart turns with a disgust which almost overpowers the feelings of commiseration. Great as the advantages of extensive commerce are, it is deeply to be lamented, that dissipation and licentiousness should be its almost constant concomitants. In the present

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Survey of the Town.

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state of society, little more, it is true; may with reason be expected : but though the evil cannot be fully removed, it certainly becomes the duty of the magistrate and the philanthropist to adopt those measures which may render it less glaring and less offensive. Equally is it to be regretted, that more vigorous means of moral instruction are withheld from that valuable character a British sailor; who, too often, for want of rational restraint, abandons himself to his passions, and destroys at once the hard-earned wages of a long and dangerous voyage, in the foul orgies of the basest and most criminal indulgences. This dock is of irregular form, but very spacious. The quay exhibits all the bustle and variety attendant on mercantile transactions, and, like those of the other docks, it is surrounded with warehouses, anchor-smithies, the shops of block and sail-makers, and cooking and public-houses.

Proceeding onward, we come to a small dock, constructed by the Duke of Bridgewater, and designed for the use of his flats, which are employed in conveying goods by the Runcorn canal, sixteen miles up the river,) to the interior of Lancashire, Cheshire, Staffordshire, Derbyshire, Nottinghamshire, Leicestershire, and from thence, by different canals, to almost every part of the island. At the head of the dock stands a spacious warehouse for the reception of the goods brought in these vessels, which are forty-two in number, of fifty tons each. A great number of vessels of this description, belonging to different

proprietors, are also employed on the river, in the salt and coal trades.

Proceeding onward in the same direction, we come to an extensive building, of only one story, which is the Tobacco-warehouse, (*page 79.*) Turning on the right, along its north front, the King's-dock (*page 61*) opens to view; the situation of which, as well as the Queen's-dock, with which it is connected by one common basin or dry dock, being further removed from the town, is more airy, clean, and less encumbered with adjoining buildings than the docks already passed. These docks are chiefly the receptacles of American ships, with which they are often crowded, and present a pleasing view of the growing commerce of the rising empire of the United States, and of the mutual advantages which each country derives, from that amicable connexion which has generally subsisted between them since the independence of the former was acknowledged.

In their naval architecture, the Americans appear to have learnt from their mother country how to unite the *utile* with the *dulce*. Their ships are generally large, well-built, and furnished with elegant accommodations for passengers.

This dock has lately been considerably enlarged to the westward. The west quay commands a fine view of the river, and of the opposite Cheshire shore. The land on the right, towards Bidston light-house, is rocky and barren; but, on the southward, the view stretches to a considerable distance, and presents to

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the eye a beautiful and well-cultivated country, fringed with rich enclosures, and skirted through its whole length by the stream of the Mersey. Taking the view from this situation, where you are half surrounded with ships, warehouses, and other commercial objects, the two great sources of our national wealth, commerce and agriculture, are, as it were, brought together, and presented at once to the reflections of the thinking mind. A poetic imagination might perhaps fancy the genius of commerce, from this station, smiling upon the opposite

Softly swelling hills,  
On which the power of Cultivation lies,  
And joys to see the wonders of his toil.

Passing over the entrance into the King's-dock from the basin, we come to the Queen's-dock, (page 62,) the last constructed, and largest of the whole. This, like the former, being a principal receptacle of American ships, and vessels laden with timber and naval stores from the north of Europe, the quay will generally be observed covered with the produce of those countries. The spacious adjoining yards receive the timber; and though there are yet but comparatively few warehouses in the neighbourhood of this dock, it will easily be seen, that the buildings are rapidly extending in this direction; and, it is probable, that in a few years the Queen's-dock will be surrounded with as crowded a population, and as extensive ranges of necessary buildings for the reception of goods of different kinds, as any of the others, more in the centre of

the town. Crossing the elegant cast iron-bridge over the entrance, on the right hand are two graving-docks, for the repairing of ships, the construction of which the stranger has now a convenient opportunity of observing. The object of these docks being to lay the ships dry for caulking, and other repairs, their gates are hung in a contrary direction to those of the wet docks: the intention of the former being to exclude and of the latter to retain the water brought in by the tide. These docks are constructed so as to receive three or four ships at once, lengthways, though too narrow to admit of more than one abreast. The steps, on the sides, alike serve for the convenient descent of the workmen, and the adjustment of the timber necessary to support the vessel and keep it upright. All the graving-docks open into the basins or dry docks, in which the water flows with the tide. By this means the ships are taken in and out at pleasure. When a ship is to be introduced for repairs, the gates of the Graving-dock are opened at low-water, when, upon the rise of the tide, it is filled equally with the outer dock, and the vessel floated in; upon the return of the tide the graving-dock is left dry, and the gates being then shut, the water is prevented from entering until the repairs are completed, when the gates are again opened at low water, and at high water the vessel is brought out. By this excellent and simple contrivance, the necessary alterations and repairs of the shipping are performed with a convenience and facility which surpasses every other

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mode before adopted for the same purposes. The gates of the two graving-docks open a passage to the pier on the south side of the basin, from which there is an extensive prospect up and down the river. On this pier there is also a small fort.

Proceeding, we arrive at the south end of the Queen's-dock, where are usually lying a number of timber ships, which discharge their cargoes upon this quay, part of which is conveniently constructed in a sloping direction for the purpose.

Having conducted the stranger to each of the docks, instead of retracing our steps on the same line, it may be more eligible to take in a small part of the town, on our return. We just observe, that, to avoid tediousness, the most prominent objects that have presented themselves have only been noticed; and as there are numerous objects which an attentive person will not pass over without notice, and a part of the scene being also incapable of description, as it is ever varying with the time of the year, the influx of shipping, and those occurrences which a busy and crowded part of the town never fails of presenting, we must, in many instances, leave the observer to his own notices and reflections.

The objects we have already surveyed will perhaps call to mind the appropriate lines of the descriptive Thomson :

Then Commerce brought into the public walk  
 The busy merchant ; the big warehouse built ;  
 Raised the strong crane ; choaked up the loaded street  
 With foreign plenty----- On either hand,



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Like a long wintry forest, groves of masts  
 Shot up their spires; the bellying sheet between  
 Possessed the breezy void; the sooty hulk  
 Steered sluggish on; the splendid barge along  
 Row'd regular, to harmony; around,  
 The boat light skimming stretch'd its oary wings;  
 While deep the various voice of fervent toil  
 From bank to bank increas'd: whence ribb'd with oak,  
 To bear the British thunder black and bold,  
 The roaring vessel rush'd into the main.

Proceeding nearly eastward, from the south end of the Queen's-dock, we enter Parliament-street, which forms the boundary of Liverpool; that part of the town on the right being called Harrington, an estate formerly belonging to the earl of Sefton, but now in the hands of several proprietors, who have erected buildings upon it. This is yet an unfinished street, but is wide, with a good pavement, affording a convenient carriage-road to the docks. The buildings in the neighbourhood are chiefly cottages, warehouses, and manufactories. On the left, near the middle of the street, is an extensive iron-foundry, called the Liver-foundry: as we ascend, the houses are more spacious and respectable. The road which crosses this street near the top leads on the left into the town, and on the right to Toxteth-park, belonging chiefly to the earl of Sefton. In the angle stands St. James's church, in a retired and rural situation. (page 98.) The building is of brick, unornamented within or without, but neat and commodious. The burial-ground is extensive and eligible. The whole has a pleasing and respectable appearance. The retrospect

gives a view of the river, and Birkenhead priory on the opposite shore. Taking the left-hand direction, we come to an opening where St. James's and Great George's-streets meet. The latter, with the adjoining square, we shall have occasion to notice in the sequel: turning, therefore, down the former, which takes its name from the church we have just noticed, we have before us a long and closely-built street, which has the peculiarity of terminating with a church at each end. The fine spire of St. Thomas's church is here seen to advantage, but the tower and the body of the church are obscured by a lofty warehouse, and other adjoining buildings. The upper part of the street is well built, and has many genteel houses; but the lower part, which has the name of Park-lane, is narrower, worse built, and less respectable. On the right, as we proceed, we observe several good streets, bearing the names of some of our most distinguished admirals. Nelson-street and St. Vincent-street lead immediately into Great George's-square; and Cornwallis-street, yet unfinished, presents a pleasing opening into Duke-street. Through the opening of St. Vincent-street a view is obtained of St. Mark's church. The streets on the left hand lead throughout the line to the King's, Queen's, and Salthouse-docks, and are for the most part, from their situation, narrow, dirty, and crowded with inhabitants.

Turning on the right, through Dickenson-street, we cross Frederick-street, and enter into Pitt-street, an extensive and populous street, where, a little lower

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down, we meet with a spacious and elegant chapel, belonging to the methodists, called Pitt-street Chapel, (page 103.) Following the same direction, we enter into Cleveland-square. This square, which is 100 yards by 40, forming an area of 400 square yards, was formerly a place of genteel residence. In the centre was a rusticated obelisk, and a row of trees was planted in front of the houses. Opulence has now found more eligible situations; the obelisk is removed, the trees are nearly destroyed, the houses are mostly converted into shops, and the square is now a market for provisions, with the usual appendages of shambles, benches, &c. From Cleveland-square we pass through Price's-street, to the head of the Old-dock; where, as it is nearly in the centre of the town, and at an almost equal distance from its principal streets, we shall at present leave the stranger.

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*Survey of the Town continued.*

**HAVING** made the tour of the docks, and part of the town adjoining, we propose next to introduce the stranger to the principal streets and public buildings in the interior. The most eligible station from whence to commence our second route will be, as before, from the Town-hall. In this edifice, and the adjoining Exchange-buildings, the wealth and spirit of the opulent merchants of Liverpool are strikingly displayed. The Town-hall, (*page 69,*) in addition to the dignity which so noble a building confers upon the street where it is situated, affords a beautiful object in perspective, by its well-constructed and lofty dome, from a variety of stations in the town and neighbourhood. The ground floor was originally intended for an exchange, by which name, till lately, it was designated; but the merchants, by a strange predilection, preferring to meet in the open street, in despite of weather, or to incommode the neighbouring shops when assailed by heavier storms than usual, it was never used for that purpose. The whole of the interior of the building having been destroyed by fire, in the year 1795, it was rebuilt within, in the present improved and elegant style, and appropriated to judicial purposes, offices for the police of the town, a mansion for the mayor, a suit of assembly-rooms, and offices for the general business of the corporation. Since that time it has taken the appellation of the Town-hall. Behind this is that sumptuous erection the New Exchange-build-

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ings, (page 74,) in which there is nothing to regret but the necessity which placed it in a situation so obscure as nearly to escape all observation, except on the very spot where it is erected. This building is intended to accommodate the merchants, brokers, underwriters, and others, who are devoted to mercantile pursuits. In the east wing is a coffee-room, (page 85,) 94 feet by 51, supported by large columns. Above this is another spacious room, 72 feet by 36, appropriated to the underwriters, &c., on the principle of that of Lloyd's, in London. The area, in front, is 194 feet by 180, in the centre of which it is intended to place a group of statuary, with appropriate ornaments, in commemoration of the heroic and immortal Nelson.

Returning to the southern front of the Town-hall, along its west side, we notice a capital range of well-built and lofty offices, chiefly occupied, in front, as insurance offices, which form a pleasing appendage to the adjoining erections, and prevent that sudden transition from the superb to the mean, from the elegant to the dirty, so conspicuous in the contrast with the buildings at the upper end of Dale-street, a defect, however, which is rapidly remedying. The street which opens immediately from the Town-hall to the south is Castle-street, so called from the castle which formerly stood upon the site of St. George's church, (page 8.) This is a very spacious and beautiful street, and worthy of the elegant edifices which grace its northern termination. The houses are generally very

lofty, well-built, and uniform, and the shops spacious and elegant. The western side has, however, decidedly the preference, presenting a range of excellent and uniform buildings. Some irregularity is perceived on the opposite side, and a few houses remain which are comparatively paltry, and in some degree detract from the unity of the whole. The view from this station has a degree of picturesque beauty. The group of houses, with the appearance of top-masts of the shipping in the Old-dock, in the distance; the spire of the churches of St. George and St. Thomas, shooting above the extensive ranges of buildings on the right and left; with the crowd and bustle immediately beneath the eye, forms a view in its kind in many respects novel and interesting. That the street, according to the opinion of some, might have been rendered more complete, and the view more pleasing, by throwing the western side as far back as Lower Castle-street, cannot be doubted, as by this means a great part of the body of St. George's church would have enriched the perspective, and the whole front of the Town-hall been laid open to view. Much, however, has been done; it has become equally a convenience and an ornament, and, in comparing it to the former narrow, dirty, and dark street which bore its name, it must be ranked among the most distinguished and beneficial improvements of the town. Should the resources of the corporation ever be employed in carrying the line on each side of the street through Pool-lane, which winds from the bottom of Castle-street to

the Old-dock, it will then form one of the most noble streets in the kingdom, and perhaps equal to any in Europe.

Setting out from this station, on the east side of the street, near the centre, is the Liverpool Arms hotel, of recent erection, and built throughout in a very respectable style. Over the archway is the Liverpool arms, well executed in artificial stone, by an artist in the town. Opposite the hotel is Brunswick-street, which leads to George's-dock, and gives a partial view of the shipping. In the open space at the bottom of Castle-street (which is called Derby-square) is St. George's church, (page 94,) a structure equally elegant in itself, and ornamental to the town. The discolouration of the stone, by the smoke from the surrounding houses, detracts something from its appearance; but its light and pleasing architecture is sufficiently striking. An elegant terrace, supported by rustic arches, is carried on each side of the church, which has no yard, the place of interment being in vaults beneath the whole building. This church has not, however, that secluded solemnity which so well accords with our ideas of congruity in the situation of places devoted to divine worship. Around it is the market for vegetables, fruit, poultry, butter, &c.; and the adjoining streets, in all directions, are principal thoroughfares, always crowded, and always noisy. The street on the right is Moor-street, (at the top of which stands the Fish-market, (page 141,) an object of some curiosity to the stranger;) the opening

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in front is Pool-lane, being the continuation of Castle-street, and though much inferior, appears not to deserve the censure it has sometimes met with. It sinks only by comparison with the latter, and is, upon the whole, a respectable street, with many excellent shops. The view upwards, from Pool-lane, is peculiarly striking, affording a complete prospect of the south side of St. George's church, with its south terrace, and the octangular buildings which terminate its extremities, the whole length of Castle-street, the front of the Town-hall, and part of the right wing of the Exchange-buildings. Turning into Castle-ditch, and taking a direction to the right, we enter upon Lord-street, which, from being the most general communication between the east and west sides of the town, is constantly crowded with passengers, and carriages of every description. Though a very respectable street, it is found, on this account, much too narrow for convenience, and by no means accommodated for a mere saunter. It is still less favourable for observation; for the eyes are too much occupied in avoiding the concussions of a crowd, who push forward without order or respect of persons, to obtain leisure to survey the different objects which the passage presents. Little, however, is to be seen but what is common to the central streets of large towns. The shops, though inferior to those of Castle-street, are generally large, and well furnished; and though the buildings are rather irregular, and a few of them mean, there are several which, in a more favourable



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situation, would make a good appearance. Arriving at the bottom of Lord-street, the street in front is Church-street, that on the right-hand is Paradise-street, and that on the left Whitechapel. The spot on which we now stand has some interest, being the extreme boundary of the old town eastward. The water brought in by the tide, before the formation of the Old-dock, as before-noticed in the beginning of this work, flowed the whole length of Paradise-street and Whitechapel, which had then, and so late as 1773, the appellations of Common-shore and Frog-lane. At the opposite north east corner of Church-street till lately stood a small tenement, formerly called the Boat-house, where a ferry boat was stationed for the purpose of conveying passengers across the water into the town. By a plan of Liverpool, taken in the year 1725, it appears that the town had then extended but little beyond this boundary eastward. The houses in the whole line of Paradise-street and Whitechapel amounted to less than twenty in number; and, with the exception of a few scattered habitations in the neighbourhood of St. Peter's church and on the south side of Church-street and School-lane, the whole was open on the east, and remained so, with little alteration, for several years afterwards. Lord-street itself was not then above two-thirds of its present length, a number of gardens extending from the place where we now stand along the whole west side of the Common-shore.

Paradise-street, at the bottom of which is seen the

spire of St. Thomas's church, has many good houses and shops, and is crowded with buildings throughout. By reason of the lowness of its situation, it experiences great inconveniences after a fall of heavy rain or snow; which, by producing a great influx of water from the surrounding higher grounds, overflows the street and houses, and frequently forces the inhabitants of the cellars with their beds and furniture, from their habitations. It is a street, nevertheless, remarkably populous; though, from these circumstances, it must be very unfavourable to health. There being nothing here peculiarly worthy of remark, except the Presbyterian chapel, which is a spacious and elegant octangular building, on the left, at the upper end of the street, (page 103,) we may proceed eastward up Church-street. The buildings here are chiefly of modern erection, the street is spacious and well paved, and is rapidly becoming a place of business, as well as residence; a great number of private dwellings having been, within a few years, converted into retail shops. This is, however, chiefly confined to the north side of the street, the yard-wall of St. Peter's church taking up a great part of the opposite side; but it amply atones for the encroachment by rendering a great part of the street the more open, airy, and cheerful. St. Peter's was the second church erected in Liverpool, (page 93,) when Liverpool was made a distinct parish from Walton. It is a plain handsome edifice, with a spacious burial-ground. At the time of its erection it was out of the

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limits of the town : and, though now surrounded with streets, its extensive yard somewhat secludes it from noise and interruption.

On the south side of the church-yard, the Blue-coat Hospital is discovered, (page 115 ;) it is built of brick, ornamented with stone, with two large and deep wings. It was finished, in its present extensive scale, in 1726 ; but it has a more modern appearance, owing to a late embellishment of the brick and stonework in front. The benevolent mind dwells with peculiar satisfaction on those institutions which have instruction for their object, and which extend it where it is most necessary, and yet most unattainable, to the children of the poor. Proceeding forward, on the right is the Dispensary, (page 108,) a good and convenient brick building, with a circular portico, on which the name of the institution is written. In the front is a well-executed bas-relief, the subject the good Samaritan; its merits are, however, lost, its height preventing a near inspection. The opening adjoining the Dispensary leads to the Post-office, (page 79.) Higher up, on the same side, is a library and news-room, denominated the Athenæum, (page 82.) This erection was finished at the expense of £4,000, and comprises a most excellent and valuable collection of books, rapidly increasing every year both in value and extent, which, however, are not allowed to circulate, a regulation which has the advantage of always securing an inspection of any book which the Library contains, and an advantage which a circulat-

ing library cannot from its nature possess. A non-resident may be introduced by a subscriber, on entering his name in a book kept for that purpose. The handsome stone front of this erection, with the respectability of the adjoining buildings, form a considerable improvement to this part of Church-street.

The Lyceum, (page 83,) a very sumptuous edifice, devoted to the same purposes as the former, now breaks upon the view, and presents its west front, with a shrabbery, enclosed by an iron railing, disposed into a semicircle. Four streets meeting here, its situation is open, but would have been more commanding and ornamental had it not been for the sudden bend in the upper part of Church-street, by which it is turned out of the line and somewhat obscured. The library here is continually accumulating, and the books circulate among the subscribers. In this respect the institution has become a public benefit, as the structure itself is a public ornament. The street on the left is Ranelagh-street, an improving and spacious street, terminated by a range of excellent houses at the top, which take the appellation of Ranelagh-place. Hanover-street, on the right, from the recent improvements in the town, has lost its former credit, but has yet a few good houses remaining. Taking the direction in front we enter upon Bold-street, and passing the principal front of the Lyceum, have an opportunity of observing its beautiful architecture, alike creditable to the abilities of the architect and the spirit of the town. Adjoining

the Lyceum is the Billiard-room, (page 129,) a circular building, erected originally for the exhibition of panoramic paintings. Near the middle of the street, on the opposite side, is a building with a portico projecting over the parapet, supported by four columns. It was formerly called the Music-hall, but is likely, for want of encouragement, to be alienated from its original purpose. It is now shut up. Near the top of the street, to which, however, our ramble does not extend, is the Freemasons' hall, an insulated building, with a stone front. The meetings of the fraternity are held there, and the large room is occasionally appropriated to the use of such philosophical lecturers, teachers of eloquence, &c. as happen to visit the town, and in this respect may be considered as a public accommodation. Turning to the right, up Slater-street, we leave Bold-street, than which there are few more respectable in the town, and pass into Duke-street by the east side of the Union news-room, (page 84.) This building is on a large scale, and fronts into Duke-street, from the opposite side of which, it may be conveniently observed. The front is of stone. The execution of the union arms, at the top, does great credit to the artist. The expense of this erection was near £6,000. From this station, we have a complete view of the street to the east and west: it is more than half a mile long; at the bottom narrow, and irregularly built, but improves at every advance, and for the greater part of its length, is covered on each side with a great number of genteel,

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and some elegant, houses. Its acclivity, and the gradual enlargement of its width, to the upper extremity, add much to its appearance. It may be justly denominated one of the best streets in the town, and affords, from its distance from the noise and bustle of business, a sequestered and tranquil retirement.

Near the top of this street, on the left, stands St. Mark's church, (page 102,) and a little on this side, on the right, Great George's and Nelson streets. The latter leading immediately to Great George's-square, we shall follow its direction. This and the adjoining streets have been newly laid out, and though not wholly finished, are fast approaching to completion. The square at which we now arrive will be, when finished, beyond comparison, the first in the town; the buildings designed for the west side are not yet all of them begun, those on the north and east are partially completed, those on the south are wholly so, and afford a fine specimen of the whole. They are lofty, capacious, and elegant, and receive additional embellishment from the spacious and thriving shrubbery which graces the centre of the square. The name of this square, and the adjoining street, was given them in honour of his present Majesty: and those of the streets diverging from them, in commemoration of those victorious admirals who have so gallantly supported the honour of his crown, and the dignity of his empire. The foundation stone of the pedestal of a grand equestrian bronze statue of our beloved sovereign was laid in the centre of this square,

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on the day of the national jubilee. This monument of the loyalty of the town has not yet had sufficient time for its completion. Proceeding along Upper Pitt-street, we again enter Great George's-street, and, continuing our route, come once more to St. James's church; when, turning on the left, up the higher part of Parliament-street, we arrive at the southern extremity of St. James's-walk, (page 134,) or, as it is generally called, the Mount.

Before we advance upon the terrace, the stone-quarry behind it may be noticed. From this quarry the stone for many of the public works, and particularly for the construction of the docks, piers, and quays, is procured. Human labour has here exposed to view a surface of solid stone of astonishing extent; and from the loose materials which were recumbent upon the bed of stone, the terrace and gardens in front have been raised. A chalybeate spring formerly existed in this quarry, to which great medicinal virtues were imputed; but the body of stone from whence it issued being removed it is now lost. Ascending the steps, we enter upon the terrace, which is 400 yards in length, and commands a fine and interesting prospect. The river and opposite coast taking a curve-like direction, and winding from the south-east to the north, dispose the landscape into the form of an extensive amphitheatre, exhibiting a vast variety of beautiful and striking objects. On the left, the prospect is bounded by the distant mountains of Flintshire and Denbighshire, in North Wales: where

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formerly a brave race of men, the worthy descendants of the aborigines of Britain, disputed the encroachments of their invaders, and to the fortresses of which they retired, after unavailing deeds of heroism, to preserve the independence of their country. In their conquerors they, however, met with brethren; and, together forming one community, they now participate mutually in the blessings of a free constitution and equal laws. Softened by the arts of peace, and connected by the unity of empire, their mountains now stand only to give majesty to the scenery of their country, and shelter to those delightful vales, where nature pours her stores into the bosom of a simple and virtuous people. Within this range of mountains, at the distance of about twenty miles, lies the ancient and respectable city of Chester, the place where the Welch made the final surrender of their independence to Edward of Caernarvon, and acknowledged the sovereignty of England. From hence the rich and well cultivated fields of Cheshire spread themselves to the edge of the interposing river, and enrich the scene by a luxuriance of vegetation, which is still further heightened by contrast with the sterile mountains, which bound and terminate the prospect. Immediately opposite, the river is brought nearer to view, where are generally seen a number of large ships, under sail, or reposing on its surface at anchor. The soft swelling of the opposite shore, and the scattered houses which rise upon the view, at different distances, grace and diversify the whole. Bidston-



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hill surmounted with the Lighthouse and signal poles, terminates the prospect in this direction ; but, a little more to the north, a sudden declivity opens a view of the sea, from which, on a clear day, vessels may be seen at a considerable distance. The hill to the right of this opening again attains its elevation, and then gradually declines to the extremity of the Cheshire shore, at the Rock-point. The fine opening where the Mersey disembogues its waters into the Irish sea is generally obscured by the interposing smoke of the town, but from a subsequent station will be seen to advantage. A considerable part of the town now falls under the eye, and finishes the view by a vast assemblage of buildings, covering the declivity of the hill, and intermingled with the lofty tops of the public edifices which present themselves in all the various forms which taste and opulence have impressed upon them, and equally mark the progress of refinement in the town of Liverpool, and the spirited character of its inhabitants.

This prospect is at all times interesting ; but it is, perhaps, the more so on a clear and calm evening in summer when the sun is just sinking below the horizon. The reflection of the sun's parting beams from the extreme elevation of the towers, spires, and domes of the public buildings ; the varied columns of smoke gently curving in the middle region of the atmosphere ; the white and transparent surface of the river, contrasted with the dark and rich verdure of the opposite fields, which is again diversified by the

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stuccoed walls of the houses along the shore, and the misty soft appearance of the distant mountains, which spread along the south-western extremity of the landscape, equally enrich its picturesque beauty, and seize upon the finer feelings of the heart.

The grove and shrubbery behind the terrace was formed for public recreation, and is open every day, except Sunday. It is kept in excellent preservation and order. Descending from the north end of the terrace, we pass the east end of Duke-street, and proceed along Rodney-street, which ranks among the principal streets in the town; and to which it is entitled by its situation, width, and the magnitude of the houses which compose it. The north end of Rodney-street terminates in Mount Pleasant-street, which, like the former, is a place of genteel residence, and winds down a steep descent on the left, into the interior of the town. Turning on the right, we pass several good houses, on the south side of the street, and arrive at the extremity of the town, where two roads meet, the one leading to the Botanic Garden, (*page 132,*) and the other on the left, to Edge-hill. The former, which is immediately in front, is unpaved in the middle, but has an excellent parapet on one side, at the extremity of which the lodges at the entrance of the Botanic Garden are seen, and the garden itself, with its conservatory, stretching to the right. Beyond these, and inclining to the left is Edge-hill, a favourite and rapidly improving residence, and from this point seen to advantage. The well-built houses,

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starting from the summit of the hill, and surrounded with trees, gardens, and fields, have a rural and cheerful effect, but the foreground of the picture detracts from the whole. Stone walls, land barren even in summer, and roads of sand, are equally unexpected and unpleasing in the vicinity of so large and improved a town. On our right are the Alms-houses, in a retired and airy situation; and, adjoining these, a most spacious and excellent burial ground for the poor, at the head of which stands a small chapel, in the Gothic style of architecture. The House of Industry is on our left, where its two deep back wings are discovered above the high brick wall which encloses it. Taking the left road, we pass the House of Correction, and come round to the House of Recovery, (page 117,) and the House of Industry, (page 116.) These erections have the great advantage of an open and healthful situation. The appearance of the latter is rendered peculiarly pleasing, by the spacious area in front, and the shrubbery which encloses it. The street immediately opposite the front of this building is Brownlow-street: that leading into the town is Brownlow-hill, formerly Poor-house-lane. Passing through the former, which is a retired and well-built street, we enter into Pembroke-place. This is a very pleasing and sequestered situation. The east end of the street is terminated in a picturesque manner, by the northern summit of Edge-hill, on the top of which stands Vernon-hall, an ancient building surrounded with lofty trees. To the west,

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it commands a partial view of the town, the spires of two churches, and the dome of the Town-hall; and on the north, from part of the street, the beautiful village of Everton. When the street, however, is fully completed on the north side, a part of these advantages will be lost. An excellent and genteel street, called Daulby-street, opens northward, from the middle of Pembroke-place into the Warrington road. Proceeding downwards, towards Shaw's-brow, we pass several new streets which are rapidly completing, and arrive at the Blind Asylum, or more properly, the School for the Blind. The building is of stone, neat, and respectable, to which additional wings of large dimensions are now added. But it is the institution itself which claims regard, and at once awakens the feelings, and secures the warmest approbation of the heart. The nature, objects, and regulations of this charity, will be found in page 110, and it is here only necessary to observe, that the school may be visited at all times by the stranger, or inhabitant, upon presenting a note from a subscriber. No demand is made upon the visitants on this occasion; but we believe that there are few persons who, when they have noticed the well-adapted and efficacious means that are here used for the alleviation of one of the greatest of human miseries,—the cheerful looks and dispositions of the unfortunate persons who, by employment, are here preserved from those distressing reflections which, under other circumstances, so deeply prey upon the feelings,—and the

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expertness with which, through judicious instruction, they perform their manual occupations, and are thus fully enabled to secure a comfortable subsistence in the world, independent of charity,—few persons, we believe, will depart from so interesting a spectacle without leaving a tribute at this shrine of pity, and contributing something to the support of an institution so honourably conducted, and so beneficial in its operation. It is also but just to remark, that the great success attending this institution is to be attributed chiefly to the great and unwearied exertions of its principal conductors, who have thus, by advancing the credit of the school, secured the confidence and the liberal patronage of the public.

Onward, we arrive at the Infirmary, and Seaman's Hospital, (*page 106 and 108,*) the latter forming part of the external appearance of the Infirmary, the two wings of which are applied for this purpose. The situation of the Infirmary, though not so open as formerly, on account of the more recent extension of the town, is yet sufficiently so for the purpose of health. It has an opening in front, in addition to its enclosed area, and is equally exposed to the back; with the addition of extensive gardens.

Proceeding down Shaw's-brow, we cross a busy and populous street, called Byrom-street, and enter Dale-street, in which there is little to be noticed. It is one of the oldest streets in the town, and a great thoroughfare. The houses are chiefly irregular, ill-built, and ancient; and the street itself too narrow

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**Survey of the Town.**

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for the number of passengers and carriages which are continually passing through it. This has not escaped the notice of the corporation, and a plan has been made for enlarging its width throughout. Eastward from the Town-hall it has already been widened according to this design, and the buildings erected in the new line of the street are lofty and uniform: when the whole is completed it will form a most excellent street, and constitute one of the greatest improvements the town is capable of.

Arriving at the Town-hall, the place from whence we commenced our ramble, we again leave the stranger to prepare for a third excursion.

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 Survey of the Town.
 

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*Survey of the Town continued.*

COMMENCING our route as before, from the Town-hall, we pass through the central opening in the Exchange-buildings, and enter Chapel-street, one of the oldest streets, and, like others of the same date, narrow, and ill-built. Taking the left direction, we pass St. Nicholas's Church, (page 88,) at the lower end of the street, and find ourselves once more in the neighbourhood of the river. Proceeding northward, in a line with the New-quay, we arrive at the Baths, (page 130,) equally eligible in their situation, and convenient in their accommodations. A little beyond the Baths is the Fort, into which we enter through a stone gateway, ornamented at the top with the figures of a lion and a liver, the latter an ideal aquatic bird, from which some have supposed Liverpool to have derived its name. The area of the Fort is spacious, and contains buildings for the accommodation of the soldiery, the reception of ammunition, &c. It has a numerous and very formidable artillery, which commands the river in every direction. It is open for public recreation, and affords an airy walk, and a pleasing prospect of the lower part of the river, and the north shore. Turning up Denison-street, a little beyond the Fort, on the opposite side, we obtain a view of the New gaol, a large and extensive building on the plan recommended by the celebrated Mr. Howard. This place was for some years a receptacle for the French prisoners of war; it is

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 Survey of the Town.
 

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now, however, used as a borough gaol, and has superseded the ancient tower (page 116) which was long appropriated to that purpose. It is airy and well-constructed, and its elevated situation will be very favourable to the health of its unfortunate inmates.

Turning to the right, we pass over a bridge, at the head of the Leeds and Liverpool canal, where are numerous and very extensive coal-yards, and, after proceeding a few hundred yards along Oldhall-street, an opening on the left discovers St. Paul's church, (page 96.) Taking this direction, we come to its west front, and have an opportunity of examining this costly structure. Its obscured situation is to be regretted. Closely surrounded with houses, the dome only can be discovered at a distance ; and a building which, placed in a different situation, might have been an admired ornament of the town, is so completely buried that it is likely that not more than one stranger in fifty has ever, during his stay in town, seen more than a distant view of its steeple. Proceeding along its south front through Prussia-street, and taking the direction of Highfield-street, into Tythebarn-street, we turn on the left, and presently enter Great Crosshall-street. We pass thus hastily on, because in these streets there is nothing worthy of attention. At the bottom of Great Crosshall-street, which is a new street, not completely built, we enter Byrom-street which exhibits a number of recent erections and improvements. Keeping still to the left we enter



Scotland-road; which is a continuation of Byrom-street, and pass the Baptist chapel, and a very extensive brewery.

Passing the opening of a few streets, we turn up on the right to All Saints' church, (page 102,) a brick building, without any thing to recommend it to particular notice. A little higher than this is St. Anne's church, (page 97,) standing at the bottom of St. Anne-street. It is likewise of brick; within neat and commodious, but on the outside rendered paltry by an attempt at ancient decoration. We enter St. Anne-street by a footway on the west side of the burial ground. This is a noble and well-built street, of considerable width, and has what few of the streets in Liverpool possess, a flagged parapet through its whole length on each side. The houses are mostly elegant, and inhabited by some of the most respectable families. Near the top of this street stands Trinity church, and on the same line is Norton-street, which is again continued by Russel-street. On the summit of the rising ground, where Norton and Russel-streets join each other, a view of the whole line of St. Annes, Norton, Russel, and Clarence-streets, is obtained. These, when built throughout, will form an elegant line of streets, of very considerable length, and favoured by a graceful declivity of the ground. Passing through Russel-street, among the recent erections we notice the Welch charity school, a low but extensive building of one story, (page 120,) and enter the lower part of Brownlow-hill.

Proceeding in this direction, we arrive at Ranelagh-place, a range of genteel houses, standing at the top of Ranelagh-street, a name derived from the Ranelagh-gardens which formerly occupied this site, and were at one time a favourite place of resort and amusement, oratorios and concerts being performed twice a week in the open air.

Turning on the right, along Case's-street, we are led into Clayton-square. This square is of considerable extent, and is a residence of some consideration, though upon the decline. In forming this square there was, doubtless, some attempt at embellishment; but owing to late and superior improvements, it appears miserably to have failed. The houses are spacious and uniform; but the dull and dirty colour of the bricks of which they are built, assimilating them to the hue of the wide and unvaried pebble pavement of the area which they surround, gives the whole a dark, gloomy, and monastic appearance. The parapet is flagged, but kept in wretched condition, and general neglect is evident in the whole. Of late, however, a little paint has been bestowed on the fronts of some of the houses, which is, perhaps, an indication of an intention to rescue the character of the square, and to give to it a respectability of appearance equal to the magnitude of its buildings and the intention of the founder.

Proceeding along the same side of the square we first entered upon we are next conducted through Houghton-street into Williamson-square. Here, as

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Survey of the Town.

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nothing has been attempted, we are not subject to disappointment; and whatever may be deficient is amply compensated by the noble stone front of the Theatre, (*page 128.*) Passing through the opposite opening, we enter Whitechapel, before mentioned, and, turning to the left, arrive at the bottom of Lord-street.

These pedestrian excursions, though they may be justly complained of as fatiguing, will yet be found to be the most eligible mode of obtaining a thorough acquaintance with the principal parts of the town, with the additional convenience of being able to examine the public structures as they are pointed out in the respective routes we have traced. But, as the stranger may also wish to visit the environs, we shall next point out a pleasant ride, in which the most interesting objects in the immediate neighbourhood of Liverpool will present themselves to observation.

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***SURVEY OF THE ENVIRONS.*****A RIDE.**

**QUITTING** the town in the direction of Brownlow-hill, and passing the House of Industry and House of Recovery before noticed, we enter upon the road leading to Edge-hill, which is immediately before us. The view on the right presents a considerable opening to the south, but has little worthy of notice in the prospect, except the Botanic Garden, the extent and disposition of which is now clearly discovered. It forms a contrast to the barren ground by which it is surrounded ; but its external appearance is not thereby much improved. No idea of this excellent and flourishing establishment can be formed from its exterior, which has few attractions, the two lodges at the entrance not excepted, which have a heavy and common appearance.

Arriving at Edge-hill we observe a considerable number of dwelling houses collected on this improving and pleasant situation, several of which are built in a good style, with spacious gardens, and unite the attractions of a rural residence with a convenient proximity to the town. Taking the middle of three roads which diverge from this station, and proceeding a few yards on a waste plot of land, an extensive prospect opens eastward, and presents a large tract of country, well cultivated and fruitful, shaded with

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**Survey of the Environs.**

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woods, and interspersed with numerous seats, farms, and villages. The village of Wavertree is seen inclining to the right, at the distance of about two miles; and, hanging on the side of a distant hill, is the town of Prescott, on the London road. On the left, at the distance of about half a mile, we have a good view of Gilead-house, the residence of S. Solomon, M.D. the proprietor of the celebrated medicine the Balm of Gilead, from which this splendid house, lately erected by him, derives its appellation.

Proceeding on the side of the hill in a northerly direction we pass Vernon-hall, distinguished by its surrounding trees, a place of more estimation formerly than at present, but which has some interest remaining as an ancient building bearing the marks of obsolete respectability, and the only ancient object in the midst of many modern erections.

Crossing the London road we come to Low-hill, where there is nothing remarkable to detain the attention. It may, however, be noticed, that the traveller in approaching Liverpool in this direction first obtains a view of the town from this eminence, which, after a long space of level ground has been travelled, breaks suddenly upon the sight, and presents itself to considerable advantage embosomed in an extensive vale, which sweeps from the south east to the north, and accompanied with a pleasing variety of land and marine scenery.

The road from Low-hill to Everton is pleasant and rural. The latter is situated northwards at about half

a mile distance from the former, and upon the spot fully answers the expectation which its distant appearance excites. As a village it can boast of a higher antiquity than Liverpool itself, but its present respectability is but of a very recent date. A favourite resort of opulence, it has now an assemblage, of elegant villas, many of which are on a very extensive scale, and connect, with architectural taste, beauty of situation, a commanding prospect, and the decorations of rural scenery.

Turning on the left by the Cross, down the hill, and winding round the coffee-house on the right, two roads present themselves, both of which run along the declivity of the hill parallel to each other. The upper one is the most eligible, though at first the most unpromising. After riding a few paces the view opens in a most beautiful and striking manner. Immediately on the left the town of Liverpool is displayed nearly in its full extent; on the right is a range of elegant houses, with shrubberies and gardens disposed in excellent order and good taste; and in front a most extensive view of the estuary of the Mersey, the sea, the extremity of the Wirral peninsula, and a partial view of the northern coast of Lancashire. In clear weather the distant mountain of Blackcomb, in Cumberland, may be distinctly seen.

Quitting Everton, a winding in the road deprives us for a time of this pleasing scene, but it opens again with additional grandeur, especially at high water, at the termination of the ridge of the hill, near a large

and beautiful house which has the appellation of St. Domingo. This house, lately the residence of the duke of Gloucester, is built upon an estate which was purchased with the products of a French prize-ship from St. Domingo, and from this circumstance derived its name.

Proceeding in the same line, at the foot of the hill, a little to the right, is the village of Kirkdale, one mile from Liverpool. It is populous, and has some good houses. Taking a direction to the river side, which on inquiry will readily be pointed out, we arrive at the North shore. The ride along the beach is, in the summer, remarkably pleasant, and much frequented. The sands are hard and smooth, and the wind, especially if westerly, cool and refreshing. At the distance of three miles from the town, a road turns off inland, at Bootle mills, where are two good houses provided with accommodations for persons who resort here for the benefit of sea-bathing.

Returning to the town, few objects present themselves to notice which have any thing of novelty, except about the time of high-water, when, in the months of July, August, and the early part of September, as we approach the town, the beach is covered with an immense number of bathers of both sexes, employing a number of caravans to conduct them into the water, where male and female, the old and young, the agile and infirm, plunge promiscuously together, and exhibit a scene, if not remarkable for its delicacy, yet sufficiently marked with cheerfulness and simplicity.

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**Survey of the Environs.**

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Passing the fort and bath, before noticed, and preserving a straight direction, we are brought again to the Old church-yard, where Chapel-street, on the left, will conduct the stranger into the centre of the town.



## AQUATIC EXCURSION.

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**SHOULD** the stranger, after having completed the tour of the town and environs, be inclined to take an excursion by water, we must direct him again to the Parade slip as the most convenient place of embarkation. Here the boats which ply on the river are met with ; but if it be intended to visit the higher ferries, the packets will be the most eligible conveyance. The ferries on the Cheshire shore are (enumerating from south to north) Runcorn, Weston-point, Ince, Ellesmere Canal-house, Eastham, New Ferry, Rock-house, Tranmere, Woodside, Seacombe, and the Magazines. To the five former packets sail every day at stated times and fares : the others have ferry-boats attached to them, which are frequently passing and repassing the river.

Eastham ferry is about eight miles up the river. To this place a stout decked boat sails daily with passengers for Chester, who are forwarded by a coach. A person going up in this boat will secure a pleasant and safe voyage, and, as the boat returns in about three quarters of an hour from the time of its arrival, he may return by it without much loss of time. Or if a longer

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**Aquatic Excursion.**

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stay on the opposite side be wished, it is but a pleasant walk of three miles to the next ferry, where boats are generally in waiting. The village of Eastham is a mile distant from the landing place, and is only remarkable for its vicar being entitled to all the fish caught in the Mersey on Fridays and Sundays. Inigo Jones is reported to have been the architect of the church. The ferry-house is an inn, where the accommodations are good and the people attentive. It stands close to the edge of the river, and commands an interesting prospect. The river here is very broad, and forms a fine bay sweeping along the Cheshire shore by Ince, Frodsham, and the mouth of the river Weaver. On the edge of this bay stands Hooton-hall, a fine mansion, lately erected, and the seat of the oldest branch of the Stanley family. The Ellesmere canal joins the Mersey about one mile above Hooton-hall. Still higher up is the village of Ince, from whence the river curves to the eastward and leads up to Runcorn, a village which has emerged from obscurity since the completion of the duke of Bridgewater's canal, which here falls into the Mersey through a grand series of locks. Runcorn is also a place of resort for sea bathing, and in the summer season has numerous visitors, especially from Manchester and its neighbourhood. It is a very pleasant village, but cannot be seen from this situation; being obscured by the turn in the river which places it behind a projecting point of land on the Lancashire side; but over this point in the distance is seen a ruin upon a

hill, which is Halton castle, distant one mile from Runcorn.

Behind the Eastham ferry-house is a wood, which in the summer affords a pleasant and shady walk. In different parts of this wood the river and opposite shore break through openings in the trees with a very pleasing effect, and the north end affords a good prospect of the lower part of Liverpool, and the shipping in the docks and river.

The next ferries to the northward are the New-ferry, Rock-house, and Tranmere. All these are comfortable inns, and delightfully situated. As they approach nearer the town than the former a greater portion of the buildings, and almost the whole line of the docks are seen from these stations. Behind the Tranmere ferry-house the rising ground is studded with houses, composing a village called Holt-hill, an elevated and improving situation.

Woodside is opposite to the town, and is the most ancient of all the ferries. The accommodations at the house are inferior to the higher ferries; but being opposite the town the passage across the river is shorter, and may be made at all times without that difficulty which in some states of the wind and tide is felt in reaching the others, and it is in consequence much frequented. At a quarter of a mile to the southward of this house, on the banks of the river, is Birkenhead priory, some interesting remains of which are now standing. It was founded by Hamo de Massey, third baron of Dunham Massey, in the reign of

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**Aquatic Excursion.**

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Henry the Second, for sixteen monks of the Benedictine order. At the Dissolution its revenues, valued at £90. 13s. per annum, were granted to Ralph Worsley. It appears by its remains to have been of considerable extent. On the right of the priory stands a genteel house, which was garrisoned by king Charles during the civil wars, and taken by the parliament in 1644: it is delightfully situated on a rising fertile spot of ground, and the whole forms a very pleasing object in perspective from the river and opposite shore. The house, surmounted by a thriving plantation, the ruins of the priory decorated with the faithful ivy, and the peculiarly fertile appearance of the grounds, studded with lofty trees, in a situation where every thing is sterile and naked about them, mark out a spot on the line of the shore on which the eye rests with the more pleasure as the rest of the scenery is monotonous and common.

The prospects from the grounds in the neighbourhood are peculiarly pleasing. In looking southward up the river, by the gradual enlargement of the water in breadth to half the extent of the view, and its apparent subsequent contraction by the easterly bend of the river towards Runcorn, where it is lost behind the projecting point on the left bank, the Mersey seems deprived of its character as a river, and assumes the appearance of an extensive inland lake. The view is bounded on the south by the elevated country in the neighbourhood of Frodsham, the Helsby hills, which bound the far-famed forest of Delamere, and a lofty

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Aquatic Excursion.

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insulated rock, called Beeston rock, on the crest of which are the stately remains of the celebrated Beeston castle. The height of this rock is 366 feet, and is, on one side, so perpendicular as to be wholly inaccessible. From Woodside, Liverpool is also seen to great advantage, though since the loss of the spires of two churches its picturesque beauty is somewhat diminished. This loss will, however, be speedily repaired.

About three miles beyond Woodside on the summit of Bidston hill stand the Light-house and signal poles. The judicious construction of the Light-house, and its enormous glass reflector, are objects of curiosity to the stranger. The prospect of the sea from the summit is also very extensive. From this hill an extensive plain spreads itself to the sea side: and upon the level, which had formerly the name of Wallazey Lezer, races were run for many years; they are now run at Newmarket, though still called the Wallazey stakes. The village of Wallazey stands in the northern corner of Cheshire. A creek which has the name of Wallazey pool runs westward a considerable way inland from the river Mersey. Wallazey, certainly at one time a place of more consideration than at present, has been a kind of rival to Liverpool; for in the year 1565, when the vessels belonging to Liverpool were enumerated at ten barks and 75 men, Wallazey had three barks navigated by 14 men. Westward of Wallazey along the sea shore is Hylelake, which is bounded by the projecting land of the Wirral peninsula and the coast of the small island of Hilbree. On the shore of Hyle-

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**Aquatic Excursion.**

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lake an hotel of great respectability was erected a few years ago by Sir J. T. Stanley, bart. of Alderley. In the summer season it is much frequented by bathers. To this hotel it is also common to make sailing parties of pleasure from Liverpool. The distance by water is about twelve miles; but, if a return the same day be contemplated, a day must be chosen when it is high water at seven or eight o'clock in the morning, as in that case, should the wind be rather unfavourable, the morning ebb tide will carry the boat there, and the return be made with the flow of the tide in the evening.

Seacomb and the Magazines are the remaining ferries lower down. They have nothing remarkable, except that the latter takes its name from the adjoining magazines of gunpowder, from which the shipping are supplied when they go to sea, and where they deposit their remaining stock upon their return.

## AN EPITOME

## OF THE

## HISTORY OF LIVERPOOL.

A. D.

The origin of the town is ascribed to the building of a castle, by Roger of Poitiers, on the site of St. George's church, about .....	1076
The conquest of Ireland, which, by opening an intercourse between the two countries, laid the foundation of the commerce of Liverpool, took place in .....	1172
First charter granted by Henry II. ....	1173
Second charter granted by John .....	1207
The former charters confirmed and enlarged by Henry III. ....	1227
Charter of Edward III. granted .....	1326
Tower in Water-street, time of its erection unknown, perhaps about .....	1351
The old chapel of St. Nicholas, time of its erection not ascertained, but certainly previous to .....	1360
Charter of Henry IV. granted .....	1399
The Tower enlarged or rebuilt, and fortified by Sir J. Stanley .....	1405
Charter of Philip and Mary granted .....	1553
The number of householders 138 in .....	1565
The number of vessels belonging to the port ten barks, making in all 223 tons, navigated by 75 men, in .....	1565
Town-hall, first stone of laid in 1749, opened ..	1754

Charter of Charles I. granted.....	1625
Siege, by Prince Rupert.....	1644
Charter of Charles II. granted .....	1676
Ditto of James II. ....	1685
Ditto of William and Mary. ....	1695
Made a distinct parish from Walton.....	1699
The population stated at 5000 persons.....	1699
The castle granted to the town .....	1704
St. Peter's church finished and consecrated....	1704
Liverpool possessed 84 ships, making 5789 tons,	1709
The first ship from Liverpool to Africa sailed in	1709
An act obtained for constructing a wet dock.	
This was the first dock, and is now called the	
Old dock .....	1710
Act for building St. George's church.....	1715
Ships belonging to the port increased to 113,	
making 8326 tons.....	1716
Act for making the rivers Mersey and Irwell	
navigable to Manchester.....	1720
Inhabitants computed at 10,446.....	1720
Act for rendering the river Weaver navigable	
to Northwich and Winsford .....	1720
Ships belonging to the port increased to 131 ..	1723
Blue-coat hospital instituted in 1709, the building	
finished in its present style.....	1726
Inhabitants computed at 12,000.....	1730
St. George's church consecrated .....	1734
An act obtained for the formation of a second	
dock, (Salthouse dock) .....	1738
A regiment of infantry raised by the inhabitants	
in support of government during the rebellion	1745
A spire placed on the tower of St. Nicholas's	
church .....	1747
Infirmary opened.....	1749
St. Thomas's church consecrated .....	1750
Ships belonging to the port increased to 220,	
making 19,176 tons .....	1751
Seaman's hospital completed .....	1752



Old Theatre, in Drury-lane, opened.....	1759
Inhabitants computed at 25,787, in .....	1760
First stage coach between Liverpool and London set up.....	1760
St. Paul's church consecrated .....	1769
St. Anne's church consecrated .....	1770
George's dock completed .....	1771
Theatre Royal in Williamson-square opened ..	1772
Population, 34,407 .....	1773
Duke of Bridgewater's canal opened .....	1773
St. James's church built .....	1774
St. Nicholas's church altered by a faculty ....	1774
Dispensary built .....	1778
St. John's church built.....	1784
Act obtained for the construction of the King and Queen's docks .....	1785
Lunatic Asylum established .....	1789
School for the Blind instituted .....	1791
Trinity church built.....	1792
Ships belonging to the port increased to 584, making 92,098 tons.....	1793
Interior of the Town-hall destroyed by fire ..	1796
Christ church built .....	1797
Athenæum built .....	1798
Botanic Garden planted .....	1800
Union news-room built .....	1800
Population, 77,653, in.....	1801
The Goree warehouses burned down.....	1802
Lyceum opened .....	1802
First stone of the New Exchange-buildings laid	1803
St. Mark's church built .....	1803
Prince of Wales visited Liverpool.....	1807
First stone of the Corn-exchange laid .....	1807
Grand national jubilee celebrated, and the first stone of the pedestal of an equestrian statue of his majesty George III. laid in Great George's-square, October 25th .....	1809

The spire of St. Nicholas's church fell down into the body of the church, whereby 24 persons were killed, February 11th.....	1810
Ships belonging to the port increased to 6729, making 734,391 tons: dock duties amounted to £65,782 1s. 6½d. in .....	1810
Ships belonging to the port 5616, making 611,190 tons.....	1811
The New prison occupied as a borough gaol, July 3 .....	1811
The construction of two new docks commenced, August .....	1811
Population 94,376, exclusive of inhabitants residing at Bootle, Kirkdale, Everton, West Derby, Wavertree, Toxteth-park, &c. and independent of upwards of 7000 seamen, in...	1811

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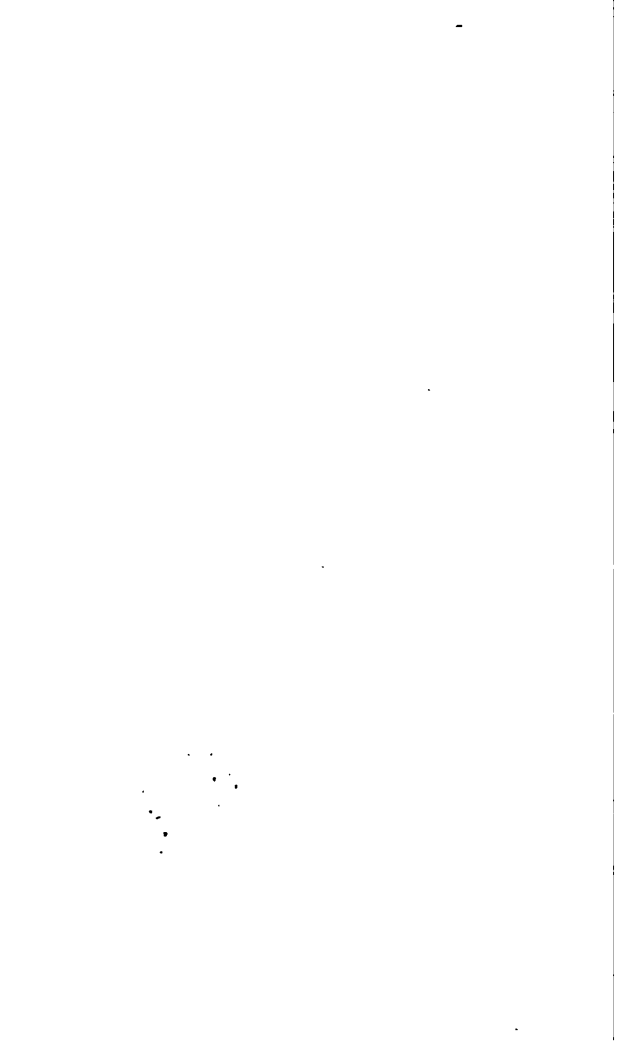
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